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THE CHINA ASSOCIATION.

THE ANNUAL DINNER IN LONDON.

The annual dinner of the China Association was held on November 8th, at the Hotel Victoria, Northumberland Avenue, London. Mr. F. Anderson, President of the Association, in the chair. There was a large gathering of China hands, and the list of members and guests present was as follows:—

Sir Charles Addis, K.C.M.G., Sir Philip Lloyd Greame, M.P., Admiral Sir Martin Jerram, G.C.M.G., Capt. Barry Bingham, V.C., Sir William Clark, Sir Montagu Turner, General C. R. Woodcock, Brigadier-General J. L. Rose, Sir Arthur Anderson, Mr. J. M. G. Probit, Mr. V. Wellesley, Sir E. Denison Ross, Sir Alfred Dent, K.C.M.G., Sir F. Bourne, C.M.G., Mr. A. G. Angier, Mr. F. J. Abbott, Mr. F. L. Baker, Mr. H. Bantoft, Mr. M. Baring, Mr. Henry Barnes, Lieut. Col. A. J. Barry, Mr. K. A. Wolfe Barry, O.B.E., Mr. Charles Beswick, Mr. E. T. Bond, J. W. C. Bonner, Mr. H. R. Boyd, C.B.E., Mr. F. Brady, Mr. H. F. Brady, Mr. Bryon Brenan, C.M.G., Mr. H. Bridges, Mr. J. S. Bruce, Mr. A. W. Burkill, Mr. W. B. Buyers, Mr. C. T. Caffoglia, Mr. A. B. Carr, Mr. E. J. Carroll, Mr. A. B. Catlin, Dr. Chaplin, Mr. Charles C. Crawford, Mr. T. P. Crochane, Mr. D. W. Cullen, Mr. J. Crockett, Mr. T. E. Darbishire, Mr. Leslie Dent, Mr. R. P. Dipple, Mr. Geo. B. Dodwell, Mr. L. G. Dodwell, Colonel G. C. du Cane, Mr. A. W. Drury, the Hon. Mountstuart

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The usual loyal toasts having been duly honoured, the Chairman gave, "PROSPERITY TO THE CHINA ASSOCIATION."

He said: "I have much pleasure in rising to propose 'Prosperity to the China Association.' I have been your chairman here and in the Far East for more years than I care to say, and am deeply sensible of the honour you have done me this year in electing me your president. In times like these it seems almost like building castles in the air to speak of prosperity in the immediate future, but I am not sure that for an Association like ours, there are not as many, or even more, opportunities of doing useful work in the gloomy days of difficulty and depression than in brighter times when the clouds have rolled by after the storm. When nearly everyone is prosperous there is a general disposition to let well alone, and to let the future take care of itself. Anyhow, we are doing our best to keep an eye on British interests in the Far East, and I am sure you will agree with me that we are fortunate in having as our new chairman one so experienced and so capable of carrying on the work as Mr. Landale. (Hear, hear.) One of the great advantages he has above many of us is that he has returned more recently from the Far East, and is, therefore, in closest touch with the views and opinions of British residents there. He may even have got clearer notions of the political situation in China, and be able to fill up the changes that have taken place so much more easily than we can who were there a very long time ago. He has inaugurated his term of office with one innovation—for the first time in the history of the Association, our annual dinner has been made officially 'dry,' so that we all have the opportunity of enjoying ourselves almost as much as if we were dining in New York or even in Washington. (Laughter.) But Mr. Landale has thought it wise to have no compulsion in this matter, except that you have to listen to a somewhat dry president; for the rest you all have the opportunity of fortifying your system against the rigour of an English winter, in accordance with 'old customs' which everyone connected with the East holds in high respect. (Hear, hear.) Wherever we look around us—East or West—there is not much to inspire cheerfulness in the present situation, or confidence in the near future. It would not take much to eclipse the

galety of nations in any part of the world just now. We are, however, nearing the end of the second year of depression, and after the severe 'slump' in practically everything, except taxation—(laughter)—we may console ourselves with the reflection that there is no room for a further fall to anything like the same extent. As it is darkest just before the dawn, perhaps we may be nearer some measure of recovery than many of us think. When we are inclined to be despondent about the future, I often think it is not a bad plan to take a glance at the past, to look back as well as look forward. If we do that we see that in our rough island story, the old country many a time has had to face a sea of troubles, and that, as they say in Scotland, by putting a 'steeple heart to a steeple-brue,' she has invariably ended them. You may be quite sure that she will do that again, and again, and what we can do as a nation, each of us can do individually. (Hear, hear.)

THE WASHINGTON CONFERENCE. The supreme event of 1921, the entirely overshadowing happening of the year, is the Conference at Washington which has been convened by President Harding. The effect of the President's action up to now seems to me to be similar to the effect upon a battalion on the march, when the officer commanding gives the order, "Halt—Mark Time." In general, I feel as if the entire civilised world were marking time, and were waiting to see whether the statesmen of the Great Powers will be able to find paths upon which they can travel, leading towards national development, along national lines and without crossing. In particular I feel that we who are connected with China are also marking time and for the same reason. Such questions as the strength of our Navy in Eastern waters, the development of our sea-borne trade in the Pacific, our relations with the Chinese Government, perhaps even the constitution of the Central Government of China, itself, are all matters of the Conference. Its proceedings will be followed literally by hundreds of millions of people in both hemispheres, in the hope that its deliberations will result in permanently establishing harmony and good will amongst the nations represented. From the cordial reception given on all sides to President Harding's invitation, we are justified in expecting that the complicated questions affecting the Far East will be discussed in a spirit of friendly consideration and common sense. The Association hears with great pleasure of the nomination of Sir John Jordan as General Adviser on Chinese Affairs to the British Delegation. (Hear, hear, and applause.) His knowledge of China is beyond question, and after 45 years' experience of him we believe that the best elements in China trust him as a sincere friend; we also believe that Sir John's record in China has made him *persona grata* in America. The China Association have not been amongst those who have urged upon our Government to prepare for this Conference by denouncing the Anglo-Japanese Treaty, as we looked upon it as unwise to take any step which might have had the effect of impairing the cordial relations which have been established between this country and Japan for so many years. In June last, when this subject was about to be brought before the Imperial Conference, we wrote to the Foreign Office suggesting that an effort should be made to have the general terms of the Japanese Treaty embodied in a Declaration and subscribed to by the four Powers, whose nationals have already concluded a financial Agreement in the Consortium, and that China might be invited to add her signature. If such a Declaration were signed, and we cannot see any insuperable difficulty in the way, there would be a feeling of relief from one end of the civilised world to the other.

THE SHANTUNG QUESTION. This is hardly an occasion to discuss the points in dispute between China and Japan, although we have expressed our own views on this subject, and also those of British residents in China, quite plainly in our correspondence with H.M. Government. My own feeling is that perhaps the fairest way to look at the case is that the general situation in 1921 is entirely different from the position of affairs in 1915, and that Japan had to take into consideration in 1915 grave contingencies which have not to be met in 1921. It is easy to be wise after the event, and the probability is that many people in Japan 'may feel' that their policy of 1915 may have been mistaken. If so, it is a sign of strength and not of weakness when you have made a mistake to admit it. Whatever course she may take, the world knows that Japan is not weak. We believe that if Japan were to intimate that she had decided to return 'Kiaochow and every part of Shantung' including the railway, to China unconditionally, upon payment of reasonable compensation, she would take a course which would be wise and far-seeing, and would command the respect of the whole world. (Hear, hear.) Given amicable and neighbourly relations with China, from an economic point of view, Japan has the ball at her feet in the Far East. She is the only nation which Europe and America have to fear there, in a commercial sense; but we feel, and I am sure the Americans also feel, that if we are beaten in fair and square competition by Japanese rivals in trade, there would be no feeling whatever between us, any more than there is between competitors of our own nationality at present. After all, Japan can never monopolise the foreign trade of China—she is a competitor with China in many of her principal exports, and China must take something from England and America in exchange for the produce which they buy from her. So we can all agree to live and let live.

We have all heard with the deepest regret of the assassination of Mr. Hara, the Prime Minister of Japan, and sympathise with the Japanese people in the untimely loss of so eminent a statesman through an outrage which is condemned throughout the civilised world. (Hear, hear.)

As regards China, we believe that she would be wise to settle her outstanding disputes with Japan, as it is always dangerous to prolong a quarrel with a powerful neighbour, especially when the *status quo* involves the partial occupation of one of her largest and most important Provinces. China approaches the Conference with high hopes that what went against her at Versailles will be rectified at Washington. We hope it may be the conciliatory attitude of Japan, but China is hampered by two outstanding and ever present difficulties—discord and financial embarrassment. It is now ten years since the first revolution of 1911, and China is no nearer the establishment of settled government to-day than she was then. Ten years may be a short time in the life of a nation, but it is a long time in the life of the present generation. So far discord has aggravated financial embarrassment, while financial embarrassment has intensified discord. But as the pressure of financial embarrassment becomes more and more severe, the rival parties may find that adversity has its uses—that when there is less to quarrel about, it will be easier to effect a compromise with their opponents. It seems most improbable that the chaotic state of affairs prevailing at present can continue very much longer. In any case, whatever course China may think it wise to take in trying to rebuild her system of government on a stable basis, or in reorganising her finances, or in reforming her judicial system, we are sure that this country will always be ready to give every assistance to such reforms at any time that China may want it. (Hear, hear.)

THE EXCHANGE HANDICAP. We are constantly told that one of the chief obstacles to the revival of trade is the instability of foreign exchange. One would have thought that under these circumstances H.M. Government would have been careful to avoid taking any action calculated to affect adversely exchange with two of our most important markets—India and China. But in deciding to debase our silver coinage and to sell on the market the proportion of the coinage which has been replaced by nickel, our Government has taken a step which obviously tends to depreciate the value of silver, and of Eastern exchange, thereby directly handicapping our export trade to the East. India is the largest holder of silver in the world; she is our largest customer, yet we are doing what we can to depreciate the value of her silver by selling part of our coinage at about 40d. per oz.—never yet the market price—on the day of the time that America is buying silver produced in American mines at 60d. per oz. to replace the silver which she formerly sold to India. It is an anomalous state of affairs, and H.M. Government can hardly claim that their action can possibly be considered helpful to British merchants in their efforts to revive our Eastern export trade.

CHINESE EDUCATION UNDER BRITISH INFLUENCE. The Association has taken a deep interest in the development of Chinese education under British influence, and we believe we can rely upon the co-operation of many influential Chinese in furthering this movement. The speeches at the meeting of the Associated Chambers of Commerce at Shanghai show that British residents in China take a considerable amount of interest in this question. H.M. Government have appointed a Committee to report upon the whole question, and we look forward with interest to the terms of its recommendations, in the hope that they will have the effect of still further developing the friendly relations which exist between the British and Chinese peoples, and which we hope will continue for many years to come. (Applause.)

Mr. Byron Brenan proposed the toast of "Our Guests" and Sir Philip Lloyd Greame (Parliamentary Secretary), in responding remarked the British have not only won success in China, they have done something more. They have won the confidence and affection of the Chinese people, and they have won that because long experience has shown them that those who go out from this country into the centre of the trade of China do so, not simply to seek emolument and rich reward of trade enterprise, but for the common interests of that great country. That is the spirit of this Association, and I should like to pay my tribute to the Chambers of Commerce in China, that admirable association which holds annual meetings in Shanghai in that spirit. They are worthy of most careful consideration in this country and in China. (Hear, hear.) This Association has the spirit which will permeate all the activities which this country undertakes in relation to China, and we hope the activities of H.M. Government and all those engaged in trade and commerce in this country.

A toast to the Chairman concluded the proceedings.

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MR. HARVEY ON U.S. POLICY.

A DEFINITION OF SOCIALISM.

Mr. Harvey, the American Ambassador,
was entertained at dinner at the Adelphi
Hotel, Liverpool, on November 3rd, by
the Liverpool Chamber of Commerce.In the course of his speech the Amba-
sador said he felt impelled to say frankly
that the hope expressed by Lord Derby
that America might one day join in a
definite alliance with Great Britain and
France was futile. In view of the history
of his country it was obvious that the
entrance of the United States into any
permanent alliance was an utter impos-
sibility. He looked forward, however, to
a closer political relationship and more
commercial co-operation between Britain
and America as a result of the Washing-
ton Conference.Mr. Harvey, who was received with
cheers, said:One vital fact to which now I would
direct your attention is that hardly less
disconcerting and devastating than war
itself is the aftermath of war. At the ex-
piration of the ensuing week, we shall
have reached the beginning of the fourth
year following the Armistice, and even
then shall be only approaching what we
hope will prove to be the first definite
and enduring settlements looking to the
lifting of burdens and the establishment
of international agreements or under-
standings, foreshadowing the prosperity
which can be attained only through the
assuring of tranquil relations between
the Powers of the world.

DEMAND AND SUPPLY.

Political peace, in a broad sense, we
have. It is industrial peace that we now
seek, and must obtain. We cannot ignore
the issue. That would be folly. We
cannot evade it. That would be coward-
ice. We must face it squarely and man-
fully as befits our race. And the first
fundamental fact that we must recog-
nize is that economic laws are superior
to legislative enactments, and that the
latter can be effective, and indeed can be
enforced, only when they are in accord
with the former. The basic law of all
industry is that of demand and supply.
Let that fact be writ large upon the
table. Men only work to supply demand.
Primarily, it is to supply their own per-
sonal demands, or needs. Secondly, it is
to supply the demands of others, in the
doing of which the worker secures the
means of more amply catering to his
own desires. This is elementary econo-
mics; so elementary that many seem to
have forgotten it, with disastrous results.Pursuing that law through its higher
and more complex developments, it is
apparent that the readjustments and re-
organization of business and industry to a
normal, prosperous, and pacific basis,
now being attempted, can be effected only
in accordance with that law. There
must be produced, both from farms and
in factories, sufficient supplies of mer-
chandise to meet the needs or the de-
mands of the people, and to do so at
reasonable prices. It is with that fact
in mind that the wisest advisers urge in-
creased production as the indispensable
means of regaining normal conditions.
For four years, because of the diversion
of activities to war work, there was a
great degree of underproduction; to
counteract which there should now for a
while be what, in normal times, would be
overproduction.Instead, there has been in both England
and America persistent underproduction.
Many manufacturing plants have been
closed or run on part time. Many have
reduced their forces of workers. Millions
of men are out of employment, and their
numbers are decreasing with distracting
slowness. While the employer, reluctant
to dispose of his present stocks at lower
prices, is quite willing to sell for prices
approximating the ante-bellum standard
all goods hereafter produced, the em-
ployees are asking for more money and
still shorter hours hereafter.

A FATUOUS POLICY.

On the part of both employers and
employees it is a fatuous policy thus to
make mock of the fundamental laws of
economics. It is a perilous policy, which
steers straight for trouble. It is a policy
which, if applied to international affairs,
would immensely increase the danger of
war. Applied to domestic economics, it
is not only fails to exercise influence for
the averting of industrial strife, but it
very positively aggravates the situation
so as to increase the danger of conflict.We do not, of course, anticipate violence
or revolution. That is out of the ques-
tion. But we should be blind to the signs
of the times if we did not perceive the
danger of an industrial war as much
exceeding any hitherto known as the
economic disturbances caused by and
bequeathed by the Great War exceed
those of any former occasion.There can be no more important good
wish than that both capitalists and em-
ployers, and wage-earners and employees,
as well as the general public, shall appre-
ciate, these things, and shall promptly
and sincerely co-operate in the re-estab-
lishment of natural economic laws and
of justice between man and man, such as
alone can provide secure foundation for
industrial peace and prosperity. We all
detest sabotage, when committed by work-
men to impair efficiency and to delay or
to diminish production. But sabotage is
equally odious when it is committed by
manufacturers or other capitalists in the
form of decreasing production for the
purpose of maintaining artificial prices or
even of preventing a temporary loss by
throwing it upon the public. The way is
open to peace and prosperity, if only both
employers and employees would recognize
it and pursue it, even at the cost of some
privilege; though infinitely less to a cer-
tainly than that which the general public
has suffered, and is suffering. For them
both cheerfully to injure that cost would
be the part of practical prodence and
wisdom.

COMMERCIAL CO-OPERATION.

These observations bear only upon con-
ditions prevalent in the United States.I submit them for purposes of illustration
and example alone, and I should hesitate
to do even that but for the happily
growing belief that, with the better ap-
preciation and understanding of our two
countries, each can profit from examina-
tion of causes and effects in the other.
If, moreover, as we all hope, and I, for
one, firmly believe, the most beneficial
outcome of the Washington Conference
will be a closer political relationship of
Britain and America—(cheers)—a more
intimate and mutually advantageous
commercial co-operation is bound to
follow. Fair and reasonable competition
is helpful always as an incentive to fresh
endeavours, but experience proves that
freedom and costly rivalry can bring only
disastrous upon ourselves, without con-
ferring the slightest lasting benefit upon
anybody else. Waste in business, no less
than in war, not only must be paid for,
but is frightfully expensive. That, you
all know.Now, if I am right in anticipating en-
hancement of commercial co-operation as
a logical sequence of political concurren-
ce of our two peoples, there will come out
of the Washington Conference a guaran-
tee, not only of peace, but of prosperity.
And God knows that is what we want
for ourselves, first, of course, unless
human nature has undergone a complete
change, but almost as strongly for all
creation, for the wholly sound and prac-
tical reason, which should impress par-
ticularly our level-headed men of affairs,
that independence and interdependence do
not necessarily constitute a paradox, but
can be safely, if cautiously, recognised in
practice as correlative.And that fetches me to the phase of
the forthcoming Conference which I indi-
cated at the beginning. Speaking in
Birmingham not many years ago, Lord
Derby, candid, sagacious, and far-seeing
as well befits a diplomat and statesman
of his distinction, declared his conviction
that the success of the Washington Con-
ference would mean war, "war" in his
own words, "in the immediate future."
On Tuesday evening at the dinner to M.
Poincaré, Lord Derby expressed perhaps
more explicitly than before his judgment
that a definite alliance of Great Britain
and France would be wholly desirable in
the interests of peace, and intimated a
strong hope that, a little later, perhaps,
at some time in the near future, the
United States might join the combina-
tion. Now it seems to have fallen to my
unhappy lot, since I have been in Eng-
land, to dispel illusions with respect to
the attitude of the United States. Never-
theless, I cannot escape the conclusion
that nothing can be gained in the end
of blinking the truth. Indeed, I can con-
ceive of no more effective service on the
part of a minister, desirous as I am of
eliminating all causes of misapprehen-
sion, than to set forth frankly any cer-
tainty which may bear upon the imme-
diate future, however disappointing it
may be to his hearers.In pursuance of this policy, right or
wrongful, as it may be, I am compelled
to say frankly that the hope voiced by
Lord Derby must be regarded as futile.
Our first President, George Washington,
with the acquiescence of the famous con-
temporary statesmen of the young Re-
public, fixed the foreign policy of the
United States clearly and unequivocally
when he adjured his countrymen never,
in any circumstances, to enter into a per-
manent alliance with any other Power.
This policy has been reaffirmed by prac-
tically all of his successors. It was reit-
erated with great positiveness in our
latest national campaign by the present
President, and was confirmed by a
majority of the people so great, as to be
beyond the pale of comparison.In view of these circumstances, and
without considering the wisdom and ad-
visability of the continuance of this
definite policy and unbroken practice, am
I doing more than stating a wholly
obvious and unescapable fact when I pro-
nounce the entrance of the United States
into any permanent alliance, however
desirable that action may seem to be, an
utter impossibility? May it not be, then,
the part of wisdom to avoid discussion or
even suggestion of a proposal, which,
however praiseworthy it may be, could
hardly serve any purpose other than to
feed the enemies and distress the friends
of both Great Britain and France who
live in America? I leave the question
without argument to your own good sense
and judgment.

MENACE OF COMMUNISM.

I have only to say, in conclusion, that
the menace of Communism still hangs
like a noxious vapour over the world,
and that more sharply perhaps than ever
before, it is the supreme obligation of
every Briton and every American to up-
hold upon all occasions, as the most
potent of all human agencies, patriotism
and individualism. Upon this all de-
pends. We may and should urge the
common good, but it is contrary to all
our beliefs, theological, political, per-
sonal, to assume that we can achieve the
common good except through the ex-
tensions of the individual unit primarily
for individual ends. It was not the
mass, but the man, whom God created
in His image. It was not collective but
personal responsibility that was imposed
upon the people by the fathers. Not
numbers, but brains, have triumphed in
recent wars. It has been said, and is
probably true, that any existing nation
would be strangled by the withdrawal of
10,000 of its best minds. Why? Because
the great majority of men still lead auto-
matic lives and contribute only force,
which serves no better than an idle
engine unless directed. The notion of all
members of the human race participating
share and share alike in its total products
is a delusion, no doubt, but it is the theory
of mediocrity, which instinctively hates
ability, resents competition, and invari-
ably seeks undue advantage. That is
why Socialism is not an ideal State, but
a morass of congealed inferiority, a resting-
place for sloth, a burial-place for
aspiration.

(Continued at foot of next column.)

INDIAN UNREST.

LORD CHELMSFORD'S VIEWS.

The House of Lords on October 25th
had a long discussion on the condition of
India and the character of Indian ad-
ministration, in spite of a strong request
for reticence from the Marquis Curzon,
as leader of the House. He deprecated the
debate raised by Lord Sydenham on the
ground that the Viceroy in Council had
been given full authority to deal with
any emergency which might arise and in
any manner he might think fit. A debate
might have a very deleterious effect in
India, and on the eve of the departure of
the Prince of Wales it was most undesir-
able that there should be a single jarring
note.Nevertheless, in spite of this very
urgent request, the discussion on Indian
administration was continued by Lord
Amphill, who took the same severely
critical and pessimistic line as Lord
Sydenham. The latter said that "con-
cessions and neglect to enforce the law
had produced race hatred to an extent
never known before," and he reminded the
House of Lords that in the East as soon
as a Government is believed to have lost
its strength it also loses its best friends.
The great British Indian services were
becoming disheartened, and tended to
filter away, and in his view general effect
of the working of the new Indian Con-
stitution had been to increase the orga-
nization for addition which was carried
on under the very eyes of the Govern-
ment.

THE COLOUR ISSUE.

The most important and interesting
speech of the day came from the late
Viceroy, Lord Chelmsford, who said that
the real root of all the unrest and agi-
tation in India was the race or colour
issue. All over the world the coloured
races were revolting against the ascen-
dancy of the white man, and in India
British superiority was now being de-
finitely challenged. The colour question,
indeed, was uniting all the various races
of India against the British rule.Lord Chelmsford, however, entirely dis-
agreed with the view that the new Con-
stitution was to blame for the virulence
of the present agitation. On the con-
trary, but for recent constitutional re-
form England would scarcely have any
friends at all in India. Lord Chelmsford
took upon himself all responsibility for
that Constitution, and said that he was
fully prepared to bear it. The high prices
ruling for food and cloth had also made
it much easier for agitators to inflame
and excite the people, but, happily, the
monsoon this year had been one of the
best on record, and he hoped that agita-
tion would subside under the influence of
plenty. He regarded the Moplah rising
as being really in the nature of a serious
blow to Gandhi's influence.Lord Amphill saw no reason why this
"dangerous and frenzied fanatic"—so he
described Gandhi—should not be arrested
now that the present Viceroy was no
longer in sympathy with the policy of
Mr. Montagu and Lord Chelmsford, and
he contrasted the delay in suppressing the
Moplah rebellion with the rapidity with
which the far more dangerous rising in
the Punjab had been suppressed in 1919.
The Earl of Lytton said that the Govern-
ment had complete confidence in Lord
Willington and the Madras Government
in the steps now being taken to bring the
rebellion to an end, and Lord Curzon
pressed the view that much better able
than his Council were much better able than
their critics in England to judge whether
the schemes of the agitators were
success or a failure.—Daily Telegraph.But it is no part of my intent to depict
the merits of individualism. There is no
need to do that in addressing a body such
as this. Nor is it my purpose to em-
phasize the futility of legislation as a
means of regenerating the human race.
I aim only to direct attention to the
ultimate basis of all hopes of a nation.
What constitutes a State? The poet
answers in words that have become trite,
but cannot be too often sung—
Not high-raised battlement, or laboured
moat,
Thick wall or moated gate;
Not cities proud with spires and turrets
crowned;
Not bays and broad-armed ports
Where, laughing at the storm, rich navies
ride.Not startled and spanned courts
Where low-browed baseness waits perfume to
pride,
No man, high-minded men,
Men who their duties know,
But know their rights, and, knowing, dare
maintain.These constitute a State.
And Sovereign Law that State's collected
will.
It was not to the machines of destruc-
tion that Nelson sent his famous message,
but Lawrence cried out in the agony of
death, that Dewey gave his quiet order,
so it is on the Ship of State. When we
have done with formulating admirable
theories, done with contemplating blissful
visions of common service for common
good, we can but awake—awake some-
times with a start—to realization that
the one force we have to reckon with and
the only force we have to rely upon is
groping, faulty, perverse, and selfish, yet
noble and divinely human man. (Cheers.)We know only what we read of Hea-
n. It may be all that it has been depicted,
or, as Mark Twain hopefully suggested,
merely a haven of refuge from one's
relations. (Laughter.) We know even
less of the other place, except that, as
our observation indicates, it is a con-
genial abode for those gregariously dis-
posed. What we do know and what we
must always bear in mind when essaying
great undertakings on behalf of human-
kind is this: "The greatest thing in the
world, Sir, is a man. It always has been,
I guess it always has been—I guess it
always will be. (Cheers.)

INTIMATIONS

HONGKONG HOTEL AND
REPULSE BAY.

XMAS AND NEW YEAR HOLIDAYS

SATURDAY, 24TH DECEMBER
DINNER DANCING AT REPULSE
BAY HOTEL.BOXING DAY, MONDAY, 26TH DECEMBER
FANCY DRESS' DINNER DANCING
AT HONGKONG HOTEL GRILLWEDNESDAY, 28TH DECEMBER
DINNER DANCING AT REPULSE
BAY HOTELNEW YEAR'S EVE
SATURDAY, 31ST DECEMBER
FANCY DRESS' DINNER DANCING
AT REPULSE BAY HOTELSunday being New Year's Day, the above
Dinner Dance will commence from 7.30 P.M.

MONDAY, 2ND JANUARY, 1922

DINNER DANCING AT REPULSE
BAY HOTEL 11846

"FREE of CHARGE"

DEVELOPING FILMS

(Prompt return)

A. TACK & CO.

26, DEE YUET ROAD,
Central.

P. & O. S. N. CO.

STEAMERS FOR

STRAITS, COLOMBO, AUS-
TRALIA, BOMBAY, EGYPT,
MEDITERRANEAN PORTS
& LONDON.Through Bills of Lading issued for Batavia,
Persian Gulf, Continental, American,
and South African Ports.The Steamship "DUNERA," Captain
Walker, carrying H.M. Majesty's Mails,
will be despatched from this Port on or about
TUESDAY the 27th DECEMBER, 1921, taking
Passengers and Cargo for the above Ports.
Silk and Valuable and Tea for Italy, France
and London (under arrangement) will be trans-
shipped at Bombay into the Mail Steamer pro-
ceeding direct to Marseilles and London.
Parcels will be received at this Office until
8 P.M. the day before sailing. The contents
and value of all packages are required.
For further particulars apply to—
MACKINNON, MACKENZIE
& CO., Agents.

Hongkong, December 24th, 1921. [1822]

S.S. "PORTHOS"

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MAR-
SEILLES, in connection with above
Steamer are hereby informed that their Goods,
with the exception of Opium, Treasure
and Valuables, are being landed and stored
at their risk into the Godowns and/or
extra hazardous Godowns of the Hongkong
Wharf and Godown Co., Ltd., at
Kowloon, whence delivery may be obtained
immediately after landing.Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon To-day requesting it to be landed
here.Bills of Lading will be countersigned by the
Undersigned, Goods remaining unclaimed after
the 24th Inst., at Noon, will be subject to rent
and landing charges.All claims must be sent in to me on or before
the 27th Inst., 1921, or they will not be
recognized.All damaged packages will be examined by
Messrs. (Goddard & Douglas, on SATURDAY,
24th Inst., at 10 A.M.No Fire Insurance has been effected.
B. RODENFUESS,
Acting Agent.
Hongkong, 18th December, 1921. [1930]THE EAST ASIATIC COMPANY, LTD.
COPENHAGEN.

THE Motorship

"INDIEN"

having arrived, Consignees of Cargo are
hereby informed that all Goods are being landed
and stored at their risk into the hazardous
and/or extra hazardous Godowns of Holf's
Wharf, whence delivery may be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 27th Dec., will be
subject to rent.All broken, chafed and damaged Goods are
to be left in the Godowns, where they will
be examined on the 27th Dec., at 10 A.M.All Claims must reach us before the 31st Dec.,
or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
MANNERS & BACKHOUSE, LTD.,
Agents.
Hongkong, December 20th, 1921. [1942]

NOTICES TO CONSIGNEES

"GLEN" LINE LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, PORT SAID
COLOMBO AND STRAITS

THE S.S.

M. V. "GLENNAVY"
having arrived from the above ports, Consignees
of Cargo by her are hereby informed that all
Goods are being landed at their risk into the
hazardous and/or extra hazardous Godowns
of the Hongkong and Kowloon Wharf and Godown
Company, Limited, whence, and/or from the
wharves, delivery may be obtained.Goods not cleared by the 28th Dec., 1921, at
5 P.M., will be subject to rent.All broken, chafed and damaged packages are
to be left in the Godowns where they will be
examined in the presence of consignees
by Messrs. Goddard & Douglas, on
28th Dec., 1921, at 10 A.M. Claims against the
steamer including those for cargo short deliv-
ered must be presented on the special form
provided and must also be submitted within 30
days of arrival otherwise they will not be
recognized.No Fire Insurance will be effected by us in
any case whatever.The M.V. "GLENNAVY" also brings for-
ward cargo loaded per M. V. "GLENGLER"
at Middlesbrough, Hamburg and Antwerp
which was subsequently reloaded at Antwerp
owing to a collision with s.s. "Edman". A
General Average having been declared on the
"GLENGLER", Consignees are required to
sign an Average Agreement and pay a
deposit of two per cent. of the value of the
goods before Bills of Lading will be counter-
signed.Valuation forms can be obtained from the
undersigned.JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, December 19th, 1921. [1940]

"GLEN" LINE LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, GENOA,
PORT SAID, COLOMBO AND STRAITS.

THE Steamship

M. V. "GLENGLY"
having arrived from the above ports, Con-
signees of Cargo by her are hereby informed
that all Goods are being landed at their risk
into the hazardous and/or extra hazardous
Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Limited, whence
and/or from the wharves, delivery may be
obtained.Goods not cleared by the 28th Dec., 1921, at
5 P.M., will be subject to rent.All broken, chafed and damaged packages
are to be left in the God

THE BRITISH LEGION.

ABLE SPEECH BY BRIG. GENERAL MACNAGHTEN.

PACIFIC COUNSELS PREVAIL.

Most people expected that a good deal of heat would be engendered, or, at any rate, that there would be a lively discussion at the meeting of the British Legion, held at the City Hall last night. But this expectation was not fulfilled. That this was so must be attributed, in large measure, to the exceedingly able speech, admirably phrased and pacific in temper, delivered by the Chairman, Brig. General Macnaghten, President of the Hongkong Branch of the Legion. The Brigadier is not usually a very ready speaker but on this occasion, without following the rather general habit of depending on a manuscript, he evidently feeling a great sense of responsibility and weight of his words, he spoke from the heart and obviously made a great impression.

Another factor which helped to take the wind out of the sails of critics was that, since a branch of the Legion was formed in Hongkong, the constitution has been received from England and this shows that the Legion, directed by Earl Haig, (whose name the Chairman found to be an to conjure with), had already approved a very wide constitution and let in auxiliary forces of all kinds. The aim of the meeting was to accept the constitution, and members evidently felt there was nothing for it but to comply with the Constitution as found too broad. Brig. General Macnaghten faced the possibility of other organisations of ex-service men with equanimity; he argued that none of them, necessarily, were mutually exclusive or antagonistic.

There was a fairly large attendance of members. The Chairman began by remarking that in what he had to say he would be expressing only his own sentiments and would not be committing the committee in any way. At the first general meeting he asked any who thought of bringing up any controversy for discussion to seriously consider the advisability of doing so lest such discussion should prejudice the prospects of the British Legion at its commencement. He was grateful, and was so still, because no one spoke; although he was well aware a good many were "itching to let drive." Since then he had been aware that several ex-servicemen for some reason or other had not joined the British Legion and he realised that in an Association of this kind one could not possibly please everybody. Since the commencement of the Legion it had found many generous friends and had been able to do a lot of good to ex-servicemen and their wives and families who were down and out. "I was away from Hongkong in November," continued the Chairman, "and was rather disappointed on my return to find this somewhat acrimonious correspondence had taken place in the local press. I did think that anybody in the British Legion who had a grouse, before embarking in a campaign of that kind, could have come to me or to any member of the committee of the Legion first and then, if not satisfied, by all means go to the newspapers. Instead, a correspondence was started in the papers which has done the British Legion no earthly good. I do not think I have the honour of knowing 'Ypres' and I sincerely hope he will shortly reveal himself to me because I have much sympathy with his sentiments and congratulate him on the way he put his case. It was very lucid and very clear—but I think he has made one very great mistake, he jumped to the conclusion that we had formed our own rules for the British Legion without in any way considering the rules and regulations which govern other similar associations in England. There is not a single member who is not entitled to be one except one member of the regular forces. I am afraid we shall have to ask that gentleman to withdraw."

The Chairman continued: "I have much sympathy with 'Ypres' and other gentlemen who have similar sentiments and if Earl Haig had entrusted me with the task of forming the rules I think I should have been sorely tempted to make them a little more exclusive. But he did not ask me, nor 'Salient' who he did not ask me, is not a member of the British Legion. I think you must allow that there was a good deal of hot air expended to no purpose, to the detriment of the British Legion, and that correspondence was based on a misconception as to how our rules were framed out here. Before I became a business man I was in the army for 25 years. I never met a man who had the interests of the fighting man so absolutely at heart as Earl Haig. These rules and regulations, governing the constitution of the British Legion, have been approved by the President, Earl Haig, and I do not think it is up to us to criticise him. If they are good enough for him surely it is not up to us to criticise them in any way. Let us forget that somewhat ill-advised correspondence in the papers and remain loyal to the British Legion. By doing so I think we shall be falling in with the wishes of the President at home."

On December 18th there was a meeting of active service men for the purpose of forming an active service men's association and I would like to thank Mr. E. H. Wilson, who opened the proceedings, for his remarks. I think I must have them correctly, the Hongkong papers are always correct. Mr. Wilson remarked: "They had no antagonism to the British Legion and did not wish to encroach on its organisation." I am grateful for that for I see no earthly harm in any of us who are members of the British Legion becoming a member of that association. At home the British Legion flourishes and yet they have their smaller associations; there is an "Ypres League" and many others of the kind. It has been suggested that ex-servicemen are not sufficiently represented on the committee and that the cabinet, dancer, was a mistake. As to representation, I would remind you that members of the committee, realising that they had been elected to a happy volunteered, individually and collectively, to resign, so honestly, you cannot say it is our fault we are here now. If there is any grievance you will have an opportunity at the annual meeting next month of putting things right. Personally, I shall be only too glad to hand over to the gentleman whom you elect as my successor and I can assure him of my very hearty support as a member of the British Legion. I am convinced that that is the opinion of the other members of the committee.

When the cigarette dance was over I was extraordinarily pleased, but very disappointed afterwards, to find that it was criticised. If you look through the rules from home you will find that any gentleman or ladies who are in sympathy with the objects can be honorary members of the Legion and surely, gentlemen, there can be no harm in our occasionally entertaining our friends—friends of the British Legion who have our aims and objects at heart and especially those who have contributed considerably to our finances and without whose aid we should not have been able to help those ex-service men and their dependants as we have been able to do in the last nine months. I think that, in all this discussion, people have rather lost sight of the fact that we are not here to meet for dinners and dances as to help ex-servicemen who are down and out.

You know the British Legion is more or less committed to entertain H.R.H. the Prince of Wales when he comes to Hongkong and I do hope that when he comes he will not find the British Legion a house divided against itself. We shall wish to do him well and I do hope he will find a British Legion that is working together when he comes. I say once more that I see no harm in any man joining the Active Service Men's Association, if eligible to do so, but he can surely be a loyal member of the British Legion as well.

Brigadier General Macnaghten quoted from a telegram received from H.M.S. "Hercules" which made it clear that the Prince contemplated meeting members of the British Legion and concluded by repeating the aspiration that the Prince when he came would find the British Legion working together and not at sixes and sevens. (Applause.)

Mr. A. M. BOWEN SMITH raised the question as to whether a Hongkong Volunteer was an ex-serviceman. If he was, Mr. Bowen Smith suggested that his admission conflicted with one of the aims and objects of the Legion—"to raise and co-ordinate funds for the purpose of assisting ex-servicemen and their dependants."

Mr. MURDOCH thought there was no objection to Hongkong Volunteers helping ex-servicemen.

Mr. D. J. LEWIS: And no reason why an ex-service man should not help a volunteer who is down and out.

The Chairman suggested referring the question home as making a good test case. But when the answer came back would the questioner abide by the decision, whatever it was.

Mr. BOWEN SMITH: I must say I shall lose any interest in the Legion if it includes local volunteers. "Ex-servicemen" would be flooded if all the volunteers in Hongkong joined the Legion. They could place us in a minority.

Colonel BIRCH said that at least 50 per cent. he could not give the exact percentage of the volunteers were "pukka" ex-service men, so that with their support the ex-servicemen would not be flooded.

The Secretary (Mr. H. K. Holmes) said there was a distinction between the volunteer serving to-day and one called up by proclamation during the war. The latter had served with the colours.

Mr. BOWEN SMITH thought that the wide scope of membership of the Legion was due to fear of the authorities at home that ex-servicemen might have too much power. The basis was therefore made as wide as possible in order to curb them.

The Chairman agreed with the Secretary that volunteers called up under Royal Proclamations were serving with the colours whether they carried a musket one day and used a pen in their offices the next.

Mr. A. MURDOCH: I cannot see it matters to anybody who is a member of the British Legion whether any member is a volunteer, or a man who served on an active front, provided he is entitled to be a member. If men want to form associations of men at Ypres or of gas bombers or ex-gunners, let them do so. Why they should object to a man who has only served here being able to help distressed people by subscribing to the Legion requires some explanation.

Mr. HALL BURTON thought a definition of an ex-serviceman should be obtained.

The Chairman: There is no question about a volunteer who served during the war.

A MEMBER: He comes under the same category as a regular who came out for garrison duty abroad.

Mr. D. J. LEWIS supported Mr. Burton's suggestion and the meeting agreed that the Committee should write home for a definition of an ex-service man.

The Chairman then moved that the constitution of the British Legion be accepted.

Mr. HALL seconded and the resolution was carried *unanimously*.

Mr. E. E. ROSS and "Spicer" were appointed auditors and it was mentioned that the accounts for the year were about to be closed.

A MEMBER who said he was glad the meeting had closed without loss of blood, (laughter) wanted to know whether "these diehards" could not be induced to come back to the fold. Was it the case that men who served in the war were, generally speaking, all members of the British Legion in Hongkong?

THE LEAGUE OF NATIONS.

DEBATE OPENED BY THE HON. MR. H. E. POLLOCK.

ST. ANDREW'S CHURCH MEN'S ASSOCIATION.

DISCUSSION AT KOWLOON.

The Hon. Mr. H. E. Pollock, K.C., opened a discussion, last evening, at the St. Andrew's Church Men's Association, Kowloon, on "The League of Nations, its Aims and Objects."

The Rev. G. B. Lindsay presided.

Mr. Pollock began with an apology for the paucity of the information he had to lay before the meeting and remarked that he had found it extremely difficult to collect information as to the League and its achievements. Nevertheless, the speaker had been able to compile a digest of the League of Nations Covenant which occupied upwards of an hour in delivery. He reminded the meeting that the League of Nations arose from the Peace Conference at Versailles and gave the names of the "Big Five" Contracting Parties, or, in non-diplomatic language, the countries subscribing to the covenant. The most notable non-signatory to the League was the United States of America, whose abstention had naturally impaired its influence and effectiveness. Neither Germany nor Hungary had yet applied for admission (which they could do under Article 1) and the League now consisted of 31 members.

The great and important objects of the League were declared, in striking language, as "to promote international co-operation and to achieve international peace and security by the acceptance of obligations not to resort to war." Other clauses spoke of "the prescription of open just and honourable relations between nations," the "firm establishment of international law as the actual rule of conduct among Governments" and "scrupulous respect for all treaty obligations in the dealings of organised peoples with one another." Observance of international law, Mr. Pollock remarked, would do away with abuses of the white flag, sinking of hospital and passenger ships and firing on field hospitals, and the use of poison gas.

He proceeded to summarise the articles of the Covenant and called attention to those of special importance, amongst them, Article 8, which dealt with the reduction of armaments and private manufacture of munitions. The members of the League undertook, at the end of Article 8, to interchange full and frank information as to the scale of their armaments, warlike preparations, etc. In Article 13 members agreed to carry out in good faith any award of the League. The penalty for a member of the League who broke the covenant was set out in Article 16. The other members agreed to subject that nation to severance of all trade or financial relations and to prohibit all intercourse. Article 18 was aimed against secret treaties and provided for all treaties being registered with the Secretariat of the League. Article 23 faced various labour, economic, trade and health problems and proposed international conventions with regard thereto.

A little information must now be given, said Mr. Pollock, as to some of the achievements of the League; it was necessarily very incomplete and in this connection it must be borne in mind that the League had only been in existence just over two years. A permanent Court of International Justice had been set up; the British representative was Lord Finlay. A new convention had been framed to suppress the traffic in women and children, and a Commission appointed to deal with the mandates question. Relaxations in restrictions of passengers' passports had been procured. A great deal had been accomplished on the philanthropic side of the League's activities in bringing some relief to a war-stricken Continent.

Through Dr. Nansen's Committee, 325,000 War prisoners had been repatriated, at a cost of £240,000. Measures had been taken through the League to check the spread of typhus in Eastern Europe; also to restrict the sale of opium. Another benevolent matter had been the setting up of a National Home for Armenians free from Turkish control. The League had also taken such steps as it could towards the restoration of the international credit of Austria.

The League had also dealt with the intricate Upper Silesia Question. Useful work had been done by the League in connection with the International Labour Bureau, in regard to dangerous trades, etc. As to the limitation of armaments, there had been a disposition to leave that subject to the Washington Conference. The air question and the submarine question and the limitation of land forces and armaments still, however, awaited solution. The League proposed shortly to convene a World Conference to deal with the private manufacture of armaments and the traffic in arms, and had passed a resolution in favour of earnest and vigorous propaganda in all countries for the reduction of armaments.

On the whole, it might be said that the achievements of the League showed that an appreciable amount of good and solid work had been done. But much yet remained to be done, and it was necessary for the future welfare of the human race and the restoration of peace and plenty that a determined and organised effort be made to secure world-wide co-operation between the nations for the general good of all.

Asking, finally, what form world-wide co-operation could take, Mr. Pollock remarked that some of the proposals made in the Covenant of the League of Nations supplied a part of the answer, but they were weakened by the fact that important States were not members of the League. The proposals of the League, to become really effective needed behind them the driving force of the educated public opinion of the nations, the need for development of education, the abolition of economic wastefulness of warfare and its uselessness even from the victor's point of view. He laid stress, also, on the interdependence of the nations, the need for thinking internationally and the desirability of international free trade.

(Continued at foot of next column.)

SPORT.

FOOTBALL.

HONGKONG LEAGUE.

1st DIVISION.

S.C.A.A. v. "TAMAR."

The following players will represent the S.C.A.A. in their match against the Tamar on Saturday, the 24th inst. on the South China ground, at 4 p.m.:—Lau Hing Chung, Chan So, Fung Tai, Chung Wing Shing, Leung Tai Fong, Leung Yuk Tong, Lau Tak Chung, Kwok Po Kan, Wong Pak Chung, Ip Kau, Chu Kwong Yeung.

UNITED SERVICES LEAGUE.

Yesterday's results were:—
H.M.S. Hawkins... 2 H.M.S. Titania... 1
H.M.S. Tamar... 5 H.M.S. Merlin... 0
H.M.S. Ambrose... 1 H.M.S. Marston 0

The teams for the charity matches are:—

International match, England v. Scotland, Monday, December 26th, on the Club ground, kick-off at 4 p.m.

ENGLAND (Whites):—Eve (Capt.), Trivett (Wills) and L. R. A. Moore (Wills), M. L. Bailton (Club) (Captain), Hudson (Tamar) and Wilkins (Titania); Savage (Ambrose), Duval (Ambrose), Menham (Wills), Swanborough (Wills) and E. G. England (Club).

Reserves: Lelliott (R.G.A.), Hill (Tamar) and Amor (Wills).

Lineupman: W. E. Hollands (Police), Scotland (Blues):—G. Rodger (Club), W. G. Gerrard (Club) and J. Rodger (Club) (Captain); Weyman (Kowloon), J. Stewart (Club) and J. W. R. McPhail (Club); H. McFarish (Club), A. Forsyth (Club), Stevenson (Tamar), Pearson (Rice) and Robertson (Police).

Reserves: Clark (Police), Forbes (Police), McClurg (Tamar) and S. D. Begg (Club).

Referee: Mr. Jones (Royal Navy).

Tuesday, December 27th.—Club ground at 4 p.m., United Services v. South China.

UNITED SERVICES (Blues):—Mitch (Tamar) (Captain); Burke (Tamar) and Thomson (Tamar); Parker (Ambrose), Lelliott (R.G.A.) and McClurg (Tamar); Hill (Tamar), Townsend (R.E.), Grant (Tamar), Harris (R.G.A.) and Amor (Wills).

Reserves: Warren (Wills), Coupland (R.E.) and Batterham (Ambrose).

Referee: W. E. Hollands (Police).

Lineupman: Mr. Jones (Navy) and Mr. R. M. Omar (St. Joseph's).

RUGBY FOOTBALL.

The following will meet on Saturday, December 24th at Happy Valley. Kick-off, 4.15 p.m.:—

ENGLAND.—Lt. King; Lients Landale, Freeman, Cobley, Bell, Chevalier and Hudson (Navy); G. N. Tinson (capt.), G. J. Cooper, H. Dwyer, A. G. Lamplugh (Club) Lients Varn-Horn, Gilbert, Galpin (Navy); H. J. Mortimer (Army). Colours—Blue.

THE ROYAL HONGKONG GOLF CLUB BOGEY POOL.

The result of the Bogey Pool played over the last week-end is as follows:—

H. U. Ireland... 2 up
H. R. Buckland... 1 down
A. H. Ferguson... 2
G. M. Dodwell... 2

POLO.

The final match for the "Kovli Cup" will be played this afternoon (22nd inst.) at 4 p.m. between teams representing the Army and Civilian, and a good game is anticipated. The teams are:—

CIVILIANS.
Lt. R. P. Beaven 1 P. A. Cox... 1
Lt. C. Sargeant 2 J. E. H. Bibby... 2
Lt. J. M. Dunnington 3 J. Bell-Irving... 3
Maj. Timmis, back Brig.-Gen. E. B. Macnaghten... 4

As already mentioned in the advertisement columns, Lt. Col. Wyndham and officers of the 2nd Wiltshire Regiment will be at home on the Polo ground to their friends. The Band of the Wiltshire Regiment will render selections.

WON IN A RAFFLE.

EUROPEAN FINED FOR "IMPORTING" CIGARETTES.

A win in a raffle brought Mr. P. H. Cobb before the Magistrate (Mr. Lindell) yesterday. The defendant was summoned for importing 12 tins of "Jade" cigarettes without paying the duty.

Mr. Cobb, who had just arrived in the Colony on the S.S. "Hainan," bought a ticket for \$9 in a small raffle at "Boat Quay" and won 12 tins of cigarettes. Mr. Cobb did not smoke cigarettes so he put the tins in his bag, where they still were when he landed. Leaving his baggage in charge of his servant he came ashore, but a Revenue Officer, in searching the baggage over which the Chinese servant was keeping guard, discovered the cigarettes and preferred a charge against the owner.

Mr. Cobb, in explanation, said he had not given the question of importing tobacco without a licence a moment's thought.

A fine of \$25 was imposed.

At the conclusion of the address various questions were asked and on the motion of the Chairman, a vote of thanks was accorded Mr. Pollock for his interesting address.

XMAS GIFTS

FOR

LADIES

TOILET SETS
TRINKET BOXES
MANICURE SETS
SCENT BOTTLES
PUFF BOXES
BUTTON HOOKS
SALTS BOTTLES
CARD CASES
CHAIN BAGS
PHOTO FRAMES
VANITY CASES
MIRRORS
STERLING

GENTS.

HAIR BRUSHES
THERMOS FLASKS
SAFETY RAZORS
STROPS
CIGARETTE CASES
SPIRIT FLASKS
EVER SHARP PENCILS
CALENDARS
CIGAR LAMPS
TOBACCO BOXES
INKSTANDS
BRIDGE BOXES
SILVER

TOY BAZAAR

1ST FLOOR

LANE, CRAWFORD & CO.
WE CLOSE AT 6 P.M. THIS WEEK

MANDER BROTHERS

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le dernier mot

WATER PAINTS

Particulars and shade books on application.

SOLE AGENTS:

LANE, CRAWFORD & CO.
Tel. 1741. HONGKONG

XMAS PRESENTS

FOR THE KIDDIES
BUBBLE BOOKS
CONTAINING 3 RECORDS
WITH STORIES
NURSERY RHYME BOOKS
WITH MUSIC
ETC.

ANDERSON'S

Powell

TELEPHONE 3146

XMAS PRESENTS

THAT YOU ARE LOOKING FOR

These you cannot do better than purchase at our store. We have a well assorted selection of useful presents for Gentlemen, that are sure to please.

These include, besides many others—

TIES
SOCKS
HANDKERCHIEFS
GLOVES
UMBRELLAS
DRESSING GOWNS
SILE AND WOOL SOARVES
FITTED DRESSING SUIT
and WRITING CASES
WALKING STICKS

WE INVITE INSPECTION.

For the convenience of Customers our Store will remain open until 6 p.m.

NEW ADVERTISEMENTS

BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1918 the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on MONDAY and TUESDAY, the 26th and 27th instant.

[1946]

A. S. WATSON & CO. LIMITED,

ON SATURDAY, 24th December all Departments will be open for business until 6 P.M.

A. S. WATSON AND CO. LTD.

Hongkong 21st December 1921. [1949]

G. R.

IMPORTS AND EXPORTS OFFICE.
CHRISTMAS AND NEW YEAR HOLIDAYS.

THIS Department will be entirely CLOSED on SUNDAY, the 25th December, 1921, and 1st January, 1922. It will be open for all purposes till 12 noon on MONDAY the 26th December, 1921, and on TUESDAY, the 27th December, 1921, and for payment of Licence and Tobacco Duties only on Tuesday the 27th December, 1921.

Licensed Warehouse will be entirely closed on those dates.

N. L. SMITH,

Superintendent,
Imports and Exports.

Hongkong, 21st December, 1921. [1953]

NOTICE

I HAVE SOLD my DRAPERY SHOP Stock-in-trade at No. 13, Bua Central, Macao, to Mr. J. H. BEJONJEE as from 1st December 1921. Notice is hereby given that all Accounts due to me must be settled within 30 days and also any Accounts due by me must be presented also within 30 days for settlement.

E. SOOMAR,

Macao, 21st December 1921. [1946]

ROYAL HONGKONG GOLF CLUB.

FANLING

Christmas Holidays.
Free 24th-25th-26th-27th-28th-29th-30th-31st.

Dec. 24th a.m.-Men's Medal Competition.
Old Course.

Dec. 26th p.m.-Mixed Fouromes, New Course.

Dec. 27th p.m.-Ladies and Men's Driving Approaching and Putting Competition.
Commencing at 2 p.m. 10th and 13th Green New Course.

Medal and Tombstone Competition. Players must start before noon.

Small souvenir cups will be presented to winners of Medal, Tombstone and Mixed Fouromes Competitions.

Entrance Fees:-Bogey Pool 50 cts per card. Medal and Tombstone \$1 each. Mixed Fouromes \$1 per pair. Post entries.

[1940]

WISEMAN LTD.

Owing to removal a reduction of

20 %

is being made on

TOM SMITH'S CRACKERS

SANTA CLAUS STOCKINGS

and all.

FANCY BOXES OF CHOCOLATES.

Our Stock must be cleared.

Telephone 407

[1947]

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD.

AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"DEUCALION" FROM NEW YORK.

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 31st December.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the steamer's Godown and all Goods remaining undelivered after the 31st Dec., will be subject to sale.

All Claims against the Steamer must be presented to the undersigned on or before the 10th Jan., or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, December 21st, 1921. [1948]

ON SALE

BOUND VOLUMES OF THE HONGKONG

WEEKLY PRESS, January to June 1921

With Index, Price \$7.50.

On sale at the Hongkong Daily Press Office

NEW ADVERTISEMENTS

G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on WEDNESDAY, the 28th day of DECEMBER, 1921, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the GOVERNOR of one Lot of CROWN LAND at Lugard Road in the Colony of Hongkong, for a term of 75 years with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

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CABLES.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

THE NAVAL RATIO.

CORRESPONDENCE BETWEEN MR. HUGHES AND M. BRIAND.

WASHINGTON, December 21st.

Correspondence between Mr. Hughes and M. Briand with reference to the French attitude on the naval ratio question was officially published by the Secretary of State on December 18th. It recapitulated the agreement reached by the Big Three, cabled on December 18th, and points out that if France made the same sacrifices as the other Powers her capital ship tonnage would be 103,000, but the Big Three were willing that she should have 175,000 in order to prevent her scrapping Dreadnoughts. It shows thereafter that the relative strength sought by France would actually have become much less if the Big Three had not entered the agreement and had continued shipbuilding.

M. Briand wired on December 18th from London replying to Mr. Hughes. He refers to the latter's views as regards capital ships but says that he cannot accept reductions in defensive ships corresponding to those for capital ships as the former are necessary for the protection of the colonies.

EARLIER CABLES.

GREATER OPTIMISM PREVAILS AT WASHINGTON.

There is greater optimism at Washington in regard to the success of the Conference now that the misunderstanding arising out of France's eleventh-hour naval demands has been partially cleared up.

The modified French viewpoint, as explained to Reuter by M. Briand, is that France is quite ready to come to an understanding in regard to offensive armaments, but is especially interested in the question of cruisers, submarines and destroyers for defensive purposes.

BRITAIN'S POSITION RESPECTING SUBMARINES.

In regard to the question of submarines, with which the Conference is about to deal, it is understood that the British delegation will press for total abolition. If this is generally opposed, Britain will strongly urge the reduction of submarine tonnage originally proposed by the Americans, and, if the other Powers insist upon large submarine forces, the British will probably point out the necessity of Britain building a large force of modern anti-submarine craft.

WASHINGTON, December 20th. The British delegation has formally asked that a plenary session be held on Wednesday or Thursday to enable Britain to present her case for the abolition of submarines.

DISARMAMENT COINAGE.

WASHINGTON, December 20th. The Disarmament Conference will be conducted in a new coinage of dollars, which President Harding has just approved. The obverse side will bear the usual head of Liberty, while the reverse will have a large eagle perched upon a broken sword and clutching an olive branch bearing the word "Peace." The background will be the rising sun, depicting the new era.

FRANCE ACCEPTS CAPITAL-SHIP RATIO.

WASHINGTON, December 20th. The French delegation has accepted 175,000 as battleship tonnage, subject to reservations on all other points.

LATER. M. Briand's reply to Mr. Hughes, accepting the battleship ratio, emphasizes that capital ships are attacking craft, whereas light cruisers, destroyers, and submarines are defensive.

THE IRISH TREATY.

DAIL EIREANN AGAIN DEBATES IN SECRET.

LONDON, December 20th. Dail Eireann resumed its sittings this morning, when there were again heated debates for and against ratification of the treaty.

LATER. The Dail this afternoon resumed its secret session to hear the Minister for Defence on military matters.

WITHDRAWAL OF TROOPS

CANCELLED.

Arrangements for the withdrawal of troops from Ireland has been cancelled, owing to the uncertainty whether the Dail will ratify the treaty.

MEXICAN OIL TAXATION. GOVERNMENT GRANTS AMERICAN COMPANIES TIME EXTENSION.

MEXICO CITY, December 20th. The Mexican Government has granted a delay till January 35th for the payment of production and export taxes due from American oil companies. In Mexico amounting approximately to twenty-two million pesos.

RAILWAYS REDUCE FREIGHTS.

LONDON, December 20th. With a view to re-stimulating trade, the railways announce an important reduction of freight rates for coal, iron, and steel.

LATEST CABLES.

THE SHANTUNG QUESTION. JAPANESE AWAIT INSTRUCTIONS FROM TOKIO.

WASHINGTON, December 21st.

After the Japanese delegates had declared it necessary to obtain instructions from Tokyo regarding the entire Shantung question the Sino-Japanese conversations thereat were adjourned sine die without agreement being reached respecting the control of the Tsingtao-Tainanfu Railway.

DUTCH EAST INDIES LOAN. A NUMBER OF OBJECTIONS OFFERED.

THE HAGUE, December 21st.

The provisional report of the Second Chamber Committee on the Dutch East Indies Loan shows that a group of members object to the loan in foreign currency, fearing difficulties regarding the redemption and payment of interest in the event of an alteration of exchange. They also fear that America may tend to acquire influence in the East Indies which might entail unfavorable consequences. They considered 7½ per cent. interest too high. The majority are of opinion, however, that the Bill is the only means of avoiding too high a floating debt without excessively inconveniencing the Netherlands financial market.

BANQUE INDUSTRIELLE. RESCUSSION SCHEME REPORTED AND DENIED.

LONDON, December 21st.

A resuscitation scheme for the Banque Industrielle de Chine is reported from Paris. Broadly, it consists of the application of money unpaid to France in connection with the Boxer Indemnity to the re-establishment of the bank.

A semi-official statement from Paris declares that the reports are premature. It says that the matter will be considered by M. Briand when he returns from London.

KRUPP'S PROFITS. NINETY-EIGHT MILLION MARKS.

BERLIN, December 21st.

Krupp's report shows net profits of ninety-eight million marks compared with seven-nine million last year. Steel production reached sixty per cent. of the pre-war total.

EARLIER CABLES.

RUSSIAN RELIEF.

ITALY VOTES 6,000,000 LIRE.

ROME, December 20th.

In the Chamber, the Foreign Minister introduced a bill appropriating six million lire for relief of the famine in Russia although he strongly protested against the inhumanity of the Soviet Government in hindering repatriation of Italian prisoners and refusing to allow an Italian mission to proceed to Russia.

U.S. GRANTS \$25,000,000.

WASHINGTON, December 20th. The Senate has passed the Bill already passed by the House of Representatives granting \$25,000,000 for the relief of starving Russia.

ANGLO-FRENCH CONFERENCE. EXAMINING THE STATE OF THE REPARATIONS ACCOUNT.

LONDON, December 20th.

The Anglo-French conference was resumed at Downing Street at mid-day and lasted an hour. A communiqué says that the conference continued the examination of the state of the reparations account, conditions in Germany, and the resources available to meet German obligations, also means of improving the general economic conditions of Europe. The experts will meet again in the afternoon to consider further the figures.

The conference will meet again tomorrow.

OVERSEAS CHINESE. APPEAL TO STUDENTS TO SUPPORT THE HOMELAND.

LONDON, December 20th.

Mr. Chao Hsin-chu (Changé d'Affaires in Dr. Wellington Koo's absence at Washington) addressed a dinner of the Overseas Chinese Society and said that China resembled a ship in a storm when some passengers were still fighting each other for personal advantage. He appealed to the students who had better educational opportunities than their brethren in China, to serve the homeland, which needed them.

GROWING FRENCH EXPORTS.

PARIS, December 20th.

Imports into France during the first eleven months of 1931 are valued at F.20,394,000,000, the tonnage being 22,778,000 compared with 45,176,000 in 1930. Exports amounted to F.18,370,000,000, the tonnage being 21,233,000 compared with 11,027,000 in 1930.

AMERICAN FINED.

ALLEGED SMUGGLING OF CHAMPAGNE AND LIQUEURS.

The hearing of an alleged smuggling case occupied the attention of Mr. J. B. Wood at the Magistracy, yesterday morning when George Washington Drollette, a American, aged 30, travelling supervisor for Singer's Sewing Machine Co., residing at the St. George Hotel, was charged with being in possession of 72 quart bottles of champagne, 5 bottles of liqueurs, 2 bottles of cherry brandy, 2 bottle of dry gin, 1 bottle of vermouth, 1 bottle of whisky and 1 bottle of pepper for which duty had not been paid at Blake Pier.

Mr. N. L. Smith, Superintendent of Imports and Exports, prosecuted.

Mr. E. J. Grist appeared for the defendant.

The first witness called for the prosecution was Sgt. Knolls who said while on duty on Blake Pier on Sunday he saw some coolies rolling up the steps of the pier a heavy box which had been landed from a sampan. He heard some body call "Sergeant." Witness turned round and saw the defendant who addressed him saying "I have seventy-two quart bottles of champagne on which no duty has been paid." He also said that the champagne was for personal consumption. Witness said: "You had better come to the Revenue Office."

Defendant said: "I have two large boxes, two suit cases were taken there as well. Witness explained the matter to Inspector Grimmer. The boxes were opened and found to contain champagne. Inspector Grimmer then said: "Now we will have a look at your suit cases." Defendant said "Oh, by the way, Officer, I have some loose bottles there too." The suit cases were opened and were found to contain five bottles of liqueurs, two of cherry brandy, two of dry gin, one peppermint, one vermouth and one whisky. The defendant said that several gentlemen as well as himself owned the bottles of champagne. Inspector Grimmer took their addresses and telephoned to them, with what result witness could not say. Acting on the Revenue Officer's instructions, the defendant was taken to the Central Police Station and there charged with the offence.

Cross-examined by Mr. N. L. Smith witness said that one of the cases was clearly marked "Singer's Sewing Machine Company."

Mr. Smith: Did the defendant speak to you at Blake Pier before he saw you looking at the cases? No, he did not.

Inspector Grimmer corroborated the statement made by the last witness so far as what took place at the Revenue Office was concerned. Witness stated that he also asked the defendant why the champagne was packed in ordinary boxes and not in champagne boxes. The defendant replied that the idea was to save freightage.

Cross-examined by Mr. Grist: Don't you get a form to fill up?

Witness: Yes, on all dutiable liquors. He must have a permit before he can remove from the ship.

Mr. Grist: Is he required to have a permit in addition, allowing him to have the liquor in his possession? Yes, it is necessary, but the defendant had already committed an offence.

Mr. Grist: Is it not a fact that the stuff is very often landed on shore in the same way as this? Not to my knowledge.

Mr. Grist: Is there any machinery for "working" this thing? Yes, by paying the purser and placing it on the manifest of the ship.

Mr. Grist: That is absurd. There is no machinery.

Mr. Smith: I would point out to your Worship that we have no Customs here.

Mr. Grist: Did he not inform you before you opened the boxes that he had liquors in the suit cases? No, he did not.

James Cassin, Revenue Officer, was next called and said that Inspector Grimmer asked defendant if he had anything further to declare. The defendant replied "nothing."

Mr. Grist (to the Magistrate): Everything that has been stated by the constable is true. My client knew that he would have to pay duty.

The Magistrate: There is no doubt about it, the defendant has committed an offence. The point I now have to consider is whether that offence was a gross one or not.

Mr. G. W. Drollette the defendant then entered the witness-box. He said that he was the travelling supervisor for Singer's Sewing Machine Co. He landed here on Sunday morning. He had been many times in Hongkong before, but had never brought liquor in before. The boat did not go to the wharf, but stopped in mid-stream. He was landed by sampan. He did not know a permit was required. On going up the pier stairs, at Blake Pier, he looked for a Revenue Officer and saw a Police Officer.

The Police Officer said "Come with me; I will show you where to go." Witness was taken to the Revenue Office. The Inspector there opened his cases and examined the champagne. After that the Inspector said: "I want to see your suit cases." Witness opened them.

The Magistrate: You didn't mention about the liquors being in the suit cases until after the Revenue Officer asked to see your suit cases? No, sir.

The Magistrate: Why didn't mention it? Inspector Grimmer never asked me if I had anything else to declare.

Mr. Grist then handed a letter into Court. This letter, he remarked, was in the defendant's handwriting. It was written prior to the alleged offence to one of the persons who asked him to get the liquor. He called the Magistrate's attention to one sentence in the letter which stated "You will have to pay duty on these goods at Hongkong."

Cross-examined by Mr. Smith the defendant said that the liquor was not for his own consumption.

(Continued at foot of next column)

WOMEN IN CHINA.

A CHINESE WOMAN DELEGATE AT GENEVA.

An address was given yesterday by Miss Zung Wei-tung at the Helena May Institute on "Women and Children in Industry." Miss Mackay presided.

Miss Zung first reviewed for her audience the two conferences which she has just attended at Geneva, the Working Women's Congress, and the International Labour Conference, held under the aegis of the League of Nations. She explained that the Women's Congress was not held under the League of Nations, but the working women of the world thought it would not be fair for men to decide so many questions in regard to women and children; and so the women gathered themselves together to discuss the same matters that would be brought before the International Labour Conference, with a few other subjects peculiar to their sex.

As to her own position as representative of China, Miss Zung explained that the Y.W.C.A. by whom she was sent, was not a working women's organization; but last year the Working Women's Federation sent an invitation to China, asking that country to send a representative of its working women's organizations, through the Y.W.C.A. Probably everyone knew that at present there were no working women's organizations in China in the true sense of the term. There were guilds, but no organizations as understood by the West.

Miss Zung read the Federation's invitation to China, which touched on the reforms being sought in the West, including shorter hours, abolition of night work, and provision for proper work rest. Miss Zung confessed that she felt, as any Chinese man or woman would have felt, ashamed when she heard, at Geneva, representatives of nations smaller and much less important than China report what had been done for their women manual workers. When she was asked to get up and say a few words about conditions in China, she told them what she knew. She could not tell them very happy stories if such were not true and in recounting the operation of regulations for the benefit of women workers in China her task was quite simple, because there were no regulations.

Miss Zung said she was very happy, arriving from Europe three days ago, to touch at this part of the country. The first thing she heard was that the British Government here and the Hongkong people, including Chinese, had already done much to improve the conditions of the workers, especially in one particular, child labour. If she had known that before she went to Geneva she could have taken the message from here to the Congress and perhaps the delegates from other countries would have been happier. She felt glad to think that her countrywomen and children living in this Colony had the benefit of protective legislation. She looked for the time when China would do similarly. With the example of this Colony and of trusted that day was not far distant. Canton before them she felt that other parts of China would follow.

The Hon. Mr. H. E. Pollock moved a vote of thanks to the lecturer, which was carried with applause.

The defendant then told the Magistrate that he was acting in behalf of several well-known persons in Hongkong. These gentlemen knew that he was going to Saigon and asked him to get the wines there, because they were cheaper there. One half of the liquor was not for himself.

The Magistrate: This is a serious matter. Why didn't you explain to the Revenue Officer that you had the liquors in your bags before he asked to see them? He never asked me to declare.

Continuing, defendant explained to the Magistrate that at the suggestion of a Chinese in Saigon he put the champagne into two large boxes so as to save room.

The Magistrate: I am not troubled about the champagne. I believe that you intended to declare them; the trouble is with the liquors.

Defendant said that he was advised on board ship to take the goods away with him; if he did not he would have to pay for an extra sampan. They told him it was often done, and he called up a Revenue Officer on shore.

The Magistrate: If Inspector Grimmer had not mentioned the suit cases I am convinced nothing more would have been heard about the liquors.

Mr. Grist: But, your Worship, I cannot imagine any man in his senses, with his baggage, under the Revenue Officer's control, doing such a thing deliberately.

The Magistrate: Well, I must believe that he did do it.

Mr. Smith said that he had been approached by some of the leading wine merchants in Hongkong regarding this case. These merchants paid large licences and had enormous expenses in opening up their businesses. Yet the trade was dead, owing to the smuggling that was constantly going on.

The Magistrate: I have no reason to doubt the man's evidence so far as the champagne is concerned.

Mr. Smith: But your Worship must admit that he made a technical error.

The Magistrate: Oh, yes, there will have to be a conviction for the whole lot.

Mr. Smith pointed out that if he had asked the police on board he would have been given accurate information.

The Magistrate: I think he found the police as soon as he could.

Mr. Smith: The Police Sergeant found him, your Worship.

Mr. Smith then explained that the duty on the goods was £140.

The Magistrate, in giving his decision, fined Mr. Drollette \$150 and ordered the liquors to be confiscated.

Mr. Smith: Not the champagne your Worship? No.

Mr. Smith: But he will have to pay duty, your Worship. Oh, yes, certainly.

SHIPBUILDING IN 1930-31.

LOYD'S REPORT.

Lloyd's Register of Shipping says:—Past records might be searched in vain to discover a period in which so many adverse conditions have combined to the disadvantage of the shipbuilding industry (as in the period which has elapsed since the termination of the war). An immense volume of shipping was added during the past three years to the mercantile marines of the allied and neutral nations, and a large number of ex-entente vessels became available for international commerce at a time when employment for tonnage was decreasing.

The trade boom which followed the Armistice suddenly collapsed, leading to a rapid and heavy fall in freights, and the absence of remunerative employment was followed by the laying up of large numbers of vessels.

Consequently, the various industrial disputes impeded progress towards more economical working, so that the cost of production has remained at a very high level, and with the glut of tonnage in the market there is little or no inducement to the owners of ordinary cargo steamers to incur the responsibility of ordering new vessels.

In these circumstances it is not surprising that the amount of new tonnage ordered by Lloyd's Register during the course of the year ended 30th June, 1931, shows considerable diminution, the figures reading 911 vessels of 3,224,130 tons gross, equal to a reduction of 25 per cent. on those for the previous twelve months. It is noteworthy however, that notwithstanding this decrease, the total tonnage ordered by Lloyd's Register during the present year represents a higher percentage of the world's output than the average of previous years.

As regards uncompleted tonnage at the end of June last, the Society's returns indicate that vessels totalling 4,235,511 tons gross were being built in the world under the inspection of Lloyd's Register. This figure, however, includes about 704,000 tons on which work was suspended from one cause or another, so that the tonnage actually under construction at that time was approximately 3,531,000 tons gross. Unfortunately this total is altogether illusory as a criterion of building activity in the near future, for there is a great falling off in the numbers of new orders, in evidence of which it should be noted that the number of plans for new vessels passed by the Society during the twelve months ended 30th June, 1931, has dropped to 433 proposals representing a tonnage of 1,851,650. This decline has been followed in recent months by further reductions on so extensive a scale as to indicate a slump in orders for new tonnage without precedent in the history of the Society.

NEW VESSELS. Of the 911 new vessels to which classes were assigned by the Committee during the year, 840 of 1,219,370 tons gross were built in the United States of America, 439 of 1,163,690 tons gross in the United Kingdom, 70 of 256,130 tons gross in Japan, 47 of 182,288 tons gross in Holland, and 45 of 159,000 tons gross in the British Dominions.

OWNERSHIP—ALLOCATION TO VARIOUS COUNTRIES.

The ownership of the majority of these vessels is as follows:—

| | Vessels of. | Gross tons. |
|--------------------------|-------------|-------------|
| United States of America | 233 | 1,160,370 |
| United Kingdom | 309 | 679,698 |
| Japan | 69 | 312,390 |
| British dominions | 47 | 182,288 |
| Holland | 37 | 127,223 |

VESSELS OF LARGE SIZE.

In respect the figures relating to vessels built during the year under review exceed those for 1929-30. The latter period showed only one vessel with a tonnage exceeding 10,000 tons which received the Society's classification, whereas there were no fewer than ten such vessels classed during the twelve months just elapsed. These were:—

Cameroon 16,280 tons gross Anchor Line, Ltd.

Oropesa 14, 073 tons gross Pacific Steam Navigation Co.

Alabama 12,768 tons gross Cunard S.S. Co., Ltd.

Robert Dollar 10,893 tons gross Dollar S.S. Lines, Ltd.

Walter Jennings 10,805 tons gross Standard Oil Co. (New Jersey).

Corvallis 10,689 tons gross Federal Steam Nav. Co., Ltd.

Johan de Witt 10,519 tons gross Steam-Masts, "Nederland".

Vandalic 10,397 tons gross Standard Oil Co. (New Jersey).

E. T. Bedford 10,397 tons gross Standard Oil Co. (New Jersey).

Yorkshire 10,184 tons gross Bibby S.S. Co., Ltd.

ISHERWOOD SYSTEM.

The vessels built upon the Isherwood System of longitudinal framing also show an increase upon those constructed during the same period last year. This year there were 192 vessels of 779,938 tons gross of this type built, under the Society's inspection as against 121 vessels of 740,430 tons gross in the previous year. The total this year included 69 oil tankers of 523,228 tons gross as compared with 43 of 255,975 tons gross last year.

The oil tankers of all types built to class during the year amounted to 112 of 614,464 tons gross, or over 18 per cent. of the total tonnage classed.

In order to illustrate the extent to which the demand for tankers has grown of late years, a table is given below showing the amount of tonnage of all vessels of this type recorded in the Society's Register Book for the years mentioned.

(Continued at foot of next column)

THE NIPPON YUSEN KAISHA.

NEW HEAD OFFICE BUILDING.

The new head office building for the Nippon Yusen Kaisha, which is being erected in Marunouchi, Tokio, by the George A. Fuller Co., of the Orient, Ltd., from plans prepared by Sone and Chujio, architects, will, when completed, be one of the finest buildings in the East, says the N.Y.K. Travel Bulletin. The new building will house the entire head office staff of the Company and will be equipped in a manner in keeping with buildings of similar character in Western countries. Many new and practical ideas are being carried out in the design and construction work, a brief description being as follows:—

The building, owing to sub-soil condition, is carried on pile foundation, wood piles fifty feet in length being used for this purpose. The frame is what is known as skeleton steel type of construction with reinforced concrete floor and roof arches. The three street facades of the building will be faced with pink granite and terra cotta, the terra cotta matching in colour finish and texture the granite used in the building. The interior will be modern and high class in every respect, the ornamental features being carried out in iron, bronze, marble, ornamental plaster and teakwood. The best modern engineering practices have been introduced into the design of the plumbing, heating and electrical equipment. The elevator installation will consist of nine high speed elevators.

For the accommodation of the employees a large dining hall with private and officers' dining rooms will occupy a large portion of the seventh floor. The kitchens have been planned and designed with much care to secure maximum amount of length and ventilation. The kitchen equipment will be modern in every respect, the same having been laid out by foreign experts in this line. In addition to the dining room feature there will also be located on the seventh floor, a large assembly hall which will be used for lectures, and other business and social events. In the basement of the building there will be housed the company's private printing plant, which will turn out all of the company's printing and pamphlet matter.

Throughout the entire planning and construction work to date the main thought on the part of the company and those to whom the planning and construction work has been entrusted is to produce when completed a building which will be of modern character and dignity which will be in keeping with the character and dignity of the company.

The following tables shows the enormous increase which has taken place during the last three years in the number of vessels either originally fitted to burn oil fuel, or subsequently converted for that purpose. The figures represent all vessels recorded in the Society's Register Book, and for the sake of comparison those for the year 1914 have also been included.

| Register Book. | Oil Fuel. | Gross tons. |
|----------------|------------|-------------|
| July 1914 | 1,310,299 | |
| July 1914 | 1,310,299 | |
| July 1920 | 9,339,334 | |
| July 1921 | 12,795,635 | |

Apart from the question of the relative cost of coal and oil as fuel there is undoubtedly, in the case of vessels using the latter, an all-round economy of labour, bunker space, accommodation for crew, and time in port; factors which have an important bearing on running costs, more especially in the case of large passenger vessels.

OIL ENGINES.

The total number of vessels built to class during the year and fitted with oil engines was 34 of 101,608 tons, 15 of which were ships of large size totalling 83,739 tons gross. All these 34 vessels were fitted with oil engines using heavy oil, with the exception of three of 436 tons, fitted with paraffin motors.

In view of the interest attaching to the great development which has taken place in the use of internal combustion engines in recent years, it is thought that the following statistics and notes upon the subject will not be inappropriate.

Recorded in Motor vessels.

| Register Book. | Gross tons. |
|----------------|--------------------|
| July 1914 | 297 of 234,287 |
| July 1919 | 912 of 752,606 |
| July 1920 | 1,178 of 655,810 |
| July 1921 | 1,473 of 1,248,800 |


Of the 1,473 motor vessels mentioned in the above table as being recorded in the Society's Register Book for the current year, 287 are of 1,000 tons and upwards. Of these, 125 have tonnages ranging from 1,000 to 2,000 tons, 97 are from 2,000 to 5,000 tons, 44 are from 5,000 to 7,000 tons, and 21 above 7,000 tons. Nearly one half of the smaller vessels depend solely on their motors for their motive power. Amongst the 287 vessels of 1,000 tons and above, 95 are provided with considerable sail power, and are recorded in the Register Book as "Auxiliaries."

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HIS LORDSHIP IN MANILA

(SPECIAL CORRESPONDENT OF "THE HONGKONG DAILY PRESS")

Manila, October 19th

Lord Thanes's visit to the Philippines, though brief in duration, has proved one of the most momentous incidents in his great Imperial pilgrimage. The situation on his arrival was somewhat delicate, but it is universally admitted that the atmosphere has largely cleared, thanks to his happy blending of frankness and bonhomie. The twelve active volcanoes in the Archipelago remained in a state of complete quiescence during his stay, and there was a notable cessation of the earthquakes which are so distressing a feature of these islands. The domesticated water-buffalo, universally used as a draught animal and beast of burden, has hitherto given a good deal of trouble by its sluggishness and disinclination to work through the heat of the day, but since Lord Thanes's arrival has turned over a new leaf and displayed unwonted energy and industry.

The fact that the Philippines suffer from a scarcity of mammals and a total absence of marsupials was naturally a source of disappointment to Lord Thanes after his experiences in Australia and Tasmania; but this deficiency is already in a fair way to be remedied by the unexpected emergence of a number of new and peculiar mammalian fauna in the district of North Luzon. The increased activity of the flying-frog is regarded as of hopeful augury, while the ravages of the parasitic jungle-tick are concurrently on the decline.

Though poor in mammals, the Philippines are extraordinarily rich in birds. Lord Thanes has approached this subject from two sides—as the scientific naturalist and as a practical student of the burning question of food supply. The list of edible birds which he has sampled during his stay includes fifteen out of the thirty-five species of pigeons and doves, tailor-birds, orioles, cocks-toos, larks, shrikes, fruit-thrushes, etc., to say nothing of a number of edible nests. He has also partaken freely of the eggs of the iguana, land and sea turtles, the bango or milk-fish, the pompano, the bonito, the giant clam and the Philippine shrimp, and in every instance with complete impunity. The triumphant way in which he has emerged from this daring gastronomic ordeal speaks volumes for his splendid fitness and has endeared him greatly to the natives.

No better proof of his humanizing influence can be found than in the complete abandonment of the practice of head-hunting among the wilder tribes of North Luzon. Not only has the climate shown a greater stability since Lord Thanes's arrival, but the ethical standard of the natives has been elevated to a higher plane by contact with his magnetic personality.

The speech which he delivered to a great assembly of Igorots, the most intractable of the native tribes, welcoming them to the comity of nations and impressing on them the advantages of the American administration, created a profound impression. It was a perceptive and serene, as the roads leave much to be desired in the hilly Luzon district. All the chauffeurs are natives and in his own phrase, "intolerably reckless." As he said to me on his return, "Some of the sharp curves I shall never forget." When one recalls the "paragon" furas negotiated by his Lordship at different stages of his career, the comment is indeed eloquent.

But perhaps the most epoch-making incident of his visit was the remarkable game of golf which he played with Aguinaldo, once the famous guerrilla leader of the Philippines in the late nineties. The links chosen for this Homeric contest are on the slopes of the volcano of Taal and are of an extremely sporting character. The fairway is exceptionally narrow and the hazards consist of gigantic masses of trachytic tuffe interstratified with nummulitic limestone. On the day of the match there was no eruption and consequently no necessity to evade the streams of lava, which render the approach to the thirteenth green so formidable. The match was all square on the eighteenth green, when Lord Thanes putted too strongly, his ball disappearing in an adjacent chasm, and Aguinaldo's adhesion to Anglo-American solidarity in the Far East was secured by a characteristic act of magnanimity. Lord Thanes is loud in his praise of Aguinaldo's niblick play, which he said was worthy of his heroic ancestry. As his opponent's maternal grandfather was a Celestial, the effect of this tribute on our relations with China cannot easily be over-estimated.

Newspapers have always flourished in the Philippines, and the advent of Lord Thanes has naturally excited great interest in those who produce and write for them. He has been immensely struck by the high ideal of accuracy maintained by the Filipino journalists and their passionate desire for veracity. One of the reporters who attended the golf match for The Manila Monitor stated that in the course of the round Lord Thanes had broken seventy-two niblicks and lost thirteen balls. Acting on his invariable rule of never complaining or explaining, Lord Thanes said nothing, but in the next day's issue there was an honourable correction of the mistake, the numbers having been inverted. Lord Thanes has since visited the offices of the paper and presented the reporter with a signed photograph of himself in full dress wearing his coronet.

I have singled out this historic contest for special mention in view of its international repercussions, but every incident of Lord Thanes's visit is pregnant with momentous potentialities. Yesterday he visited more than a dozen schools, six newspaper offices and five hospitals before breakfast. In the morning he played a round of golf with the Anglican Bishop of Manila, to the accompaniment of the famous Philippine Constabulary band. Some players might have been put off their game by this honours of the slightly, but Lord Thanes maintained a rock-like steadiness throughout, downing the venerable plate by 8 and 6. He

(Continued at foot of next column)


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SUWAYAMA MARU (calling Manila) ... Saturday, 14th Jan., at 11 a.m.
FUSHIMI MARU ... Wednesday, 8th Feb., at 11 a.m.

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Colombo, Suez and Port Said

YOKOHAMA MARU ... Friday, 2nd Dec., at 11 a.m.
YOSHINO MARU ... Friday, 6th Jan., at 11 a.m.
MISHIMA MARU ... Friday, 20th Jan., at 11 a.m.
BADO MARU ... Friday, 3rd Feb., at 11 a.m.

HAMBURG, via LONDON & ROTTERDAM

LIEMA MARU ... Thursday, 19th Jan.

LIVINPOOL, via MARSHALLS.

MAIACOA MARU ... Thursday, 9th Feb.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

NIKKO MARU ... Tuesday, 17th Jan., at 11 a.m.
AKI MARU ... Tuesday, 14th Feb., at 11 a.m.
TANGO MARU ... Tuesday, 21st Mar., at 11 a.m.

NEW YORK, via PANAMA & CUBAN PORTS.

TORA MARU ... Friday, 30th Dec.

NEW YORK via Suez.

TSUYAMA MARU ... Monday, 2nd Jan.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPR.

BOMBAY via Singapore, Penang and Colombo.

TAMBA MARU ... Monday, 2nd Jan.

CALCUTTA via Singapore, Penang & Rangoon.

YEBOSHI MARU ... Thursday, 28th Dec.

NAGANO MARU ... Thursday, 5th Jan.

NAGASAKI KOBE & YOKOHAMA.

AKI MARU ... Wednesday, 11th Jan., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

BADO MARU ... Sunday, 25th Dec., at 11 a.m.

SHIRAKAWA MARU (calling Kure) ... Saturday, 31st Dec., at 11 a.m.

KITAKO MARU ... Sunday, 8th Jan., at 11 a.m.

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OUR LONDON LETTER.

APPEARANCE OF A NEW CLASS OF
CRIMINAL.

THE TORY "DIE-HARDS" AND THE
COALITION.

[FROM OUR OWN CORRESPONDENT.]

LONDON, November 10th.

ST. MARTIN'S-IN-THE-FIELDS.

The visit of the King and Queen this week to the church of St. Martin's-in-the-Fields, overlooking Trafalgar Square, has gained a good deal of deserved notice for this 18th Century place of worship, which is known and remembered with kindly feelings by thousands of soldiers of the Great War now scattered to the ends of the earth. When London was full of fighting men from overseas the numbers who found temporary rest and shelter within the grey old walls is beyond all computation. The man who came up from some camp in the country and was unable to get a bed at an hotel turned in there, as did those who for other reasons were for the night without a roof to cover them. Men coming back from the trenches and arriving late at night at Charing Cross or Victoria with the night before them till a train was due to start for their ultimate destination were glad to stay at St. Martin's. The church is in urgent need of repairs, and the King and Queen, who are parishioners, attended service there. Now, all London is interested. No doubt the money required will flow in. The church was built between 1731 and 1733 to designs by James Gibbs, one of the pupils of Sir Christopher Wren, the architect of St. Paul's Cathedral. It has many features of interest that deserve the attention of the archaeologist. It is curious, too, to recall that for his professional services extending over ten years the fee Gibbs received only amounted to £638 4s 6d. How very droll that reads compared with the fees paid to architects at the present day!

THE EARLY BIRD.
If the late Sir W. S. Gilbert were still in the land of the living he might feel disposed to revise his immortal operatic ditty that "A policeman's life is not a happy one." For the general public there is much amusement at the happy ending to his official career which has just come to Police-constable Green, of Gloucester. He was retired by the Standing Joint Committee to date from March 31st, but it so happened that he was on duty that day and continued on his beat till three o'clock the next morning. If he had retired at midnight Green would have retired on pension at the old scale, but his three extra hours' work on April Fools' Day when a new scale came into force, brought him under the latter, with the result that he is entitled to an extra pension of £20 a year for the rest of his life.

The case has been fought out in the High Court, as the authorities at Gloucester naturally shied at this additional pension, which must be provided by the ratepayers. But Green had the law on his side and won the day. The decision of the judges does not seem right, and they appeared to think so themselves, but then the law takes no account of such trifling matters as a commonsense, business, interpretation of an agreement. For the rest, Police-constable Green has proved himself not so simple a fellow as his name implies, and on this occasion he was undoubtedly the early bird which caught the worm.

LORD GREY'S ENGAGEMENT.
The recent re-entry of Lord Grey of Fallodon into the political arena is now followed by the interesting announcement of his engagement to Lady Glenconner, whose husband died a couple of years ago. As is well-known, Lord Grey has already been married, and his wife was the victim of an unfortunate driving accident. Lady Glenconner is the sister of the late Mr. George Wyndham, one of the most picturesque political personages of his time, who was Chief Secretary for Ireland during a memorable period in the history of that country. Congratulations have been showered upon Lord Grey since the engagement was made public, and in no quarter have these expressions been more cordial than in the camp of the Independent Liberals. To them he represents an upholder of the old political faith which was held by Gladstone, and they are not without hopes that he will be instrumental in bringing about the reconstruction of the party on something approaching the traditional lines when the time of the Coalition is up.

The publicity which has been accorded Lord Grey's decision to take part in political warfare again may be traced to his known distaste for the rough and tumble of politics. His friends are well aware that he has no personal ambition in that direction. He would much rather be left alone to study bird life and pass his time in fishing on his estate in Northumberland. It may be recalled that nearly forty years ago, when he was first prevailed upon to come forward for Parliament, he said to a friend, referring to his candidature: "I am told the ball is at my feet; but I don't care to kick it." This is characteristic of the man. Yet it was he, quietest and most unobtrusive of mortals, who as Foreign Secretary was required by the decree of Fate to try to avert the disaster of the world-war that Germany precipitated in the summer of 1914.

STORY OF THE PREMIER.
An amusing story relating to Mr. Lloyd George, which is vouched for as perfectly true, is going the rounds at Westminster. While he was staying at Gairloch on the occasion of his recent holiday, Mr. Houston, M.P., appeared on the scene early one morning on his yacht, accompanied by the Lord Chancellor. The well-known head of the famous Liverpool shipping firm with his distinguished guest arrived so quietly that nobody was aware of it till Lord Birkenhead knocked at the Prime Minister's door. Later on, when Mr. Lloyd George visited the yacht, Mr. Houston jokingly inquired what would have happened if they had been Sinn Feiners who had thus stolen in upon him and carried him off to ransom.

"Well," replied Mr. Lloyd George, "I expect some of my colleagues in the Cabinet would say when heard of it: 'It's a pity, for Lloyd George was not after all, such a bad chap, and we shall miss him; but, of course, we cannot make any compromise with Sinn Fein.'"

CHEERFUL PRISON REPORT.

I suppose that the annual Prison Report is about the last place you would expect to find a little cheerfulness in a period of domestic gloom caused by unemployment and kindred troubles. But the volume just issued shows that the enormous decrease in the prison population which began with the war is being well maintained. In 1913-14 there were over 138,000 "receptions on conviction," in the following year the number dropped to 86,083, and in 1920-21 it fell to as low as 65,430. During the present year it is true that it has risen by some thousands, but the figure is nothing to speak of compared with any comparable years of trade depression.

The downward curve in crime statistics is attributed to many causes. They include the provision of unemployment pay, the more humane administration of the law, the provision of juvenile courts, and so forth.

There is, however, one fresh feature in the records. For the first time the "respectable" criminal appears on the scene. An entirely new stamp of offender is abroad in the land. The Commissioners state that "men and women of respectable parentage and antecedents, in regular employment, and in no way associated with the criminal class, are taking to serious crime (embezzlement, fraud, false pretences, house-breaking, and robbery) with astounding facility." It is not, as might be supposed, due to a spirit of lawlessness begotten of the war among men who fought in it. Women are as common among the offenders as the other sex. The explanation given officially is that these "respectable" criminals, having become accustomed to high wages in war-time, are now "discontented, feckless, people," and are determined to get money anyhow to satisfy their tastes for luxuries. They are "adventurous" criminals, and will steal anything from a lady's handbag to a motor-car.

No doubt as conditions of work and wages are stabilised, and we get away from the artificial atmosphere in which workers were paid high wages for a minimum of effort, the "respectable" criminal will vanish as suddenly as he (or she) appeared.

THE TORY "DIE-HARDS."

Rumours of a split in the ranks of the Tory supporters of the Coalition are again beginning to creep into the newspapers. But there is, I believe, little basis for this kind of talk. Probably most of it can be traced to the fact that the names in the minority list of the division on the Irish negotiations were repeated to the extent of about 80 per cent. in the protest against the Scotland Yard incident involving Sir Basil Thomson's retirement, and are almost identical again with the supporters of the demand which is not likely to be granted—for a debate on the state of Ireland. A fair inference is that the Tory "die-hards," as they have been nicknamed because of their uncompromising attitude towards Sinn Fein, are restive generally in the Coalition. They do not, however, number more than about one in ten of the Unionist party as a whole. They are being represented as revolvers, but this is a mistake. They are, in fact, loyal, and enthusiastic Unionists—so much so, indeed, that they are discontented because they think their leaders are paying too high a price for the maintenance of Party co-operation.

If they had reason. Their head this minority might be formidable, but until one appears their protests are unavailing so far as the party policy is concerned. The Coalition will not be affected by the action of groups yet awhile. When a General Election comes along it may be different. We must wait and see!

THE "WESTMINSTER GAZETTE."

This week the Westminster Gazette ceased to be an evening journal, and made its appearance for the first time as a morning newspaper. The familiar green tinted paper on which the evening Westminster has been printed for the twenty years of its existence has been discarded, and the chief guide, philosopher, and friend of Liberalism in the Metropolitan Press with the Gladstonian tradition now greets you at the breakfast table in the conventional dress of white newspaper.

The editorial direction of the paper remains in the hands of Mr. A. J. Sponder, who has been given the title of "political director." This means that the leading articles will be maintained at the high level of literary finish and reasoned argument. In its new guise the paper presents no novel features, except that the leaders are printed in double column-width. Otherwise, the paper, with the chief news of the day on the front page, enters the field among the morning dailies in fierce competition with the Daily News for a predominant position as the organ of Liberalism with a national appeal.—H.B.

WEATHER REPORT.

December 21st, at 10.31.—Pressure has increased moderately at Vladivostok and over N.E. Japan. It has decreased slightly from Shanghai to Hongkong and the Philippines. A strong anticyclone covers the northern portion of the map, and a depression is shown to the north of Borneo. Fresh to moderate monsoon may be expected along the coasts of China and over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 97.32 inches, against an average of 62.74 inches. The forecast for the 24 hours ending at noon to-day is as follows:

Forecast:
Hongkong to Cap Rock (N.E. winds, moderate, fair).
Formosa Channel (N.E. winds, strong).
South coast of China between (The same as Hongkong and Lamook) (No. 1).
South coast of China between (The same as Hongkong and Hainan) (No. 2).

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION

SHANGHAI THINGAI via SWATOW "WINGSANG" ... 22nd Dec. 8 p.m.
MANILA "LOONGSANG" ... 23rd Dec. 4 p.m.
SHANGHAI YOKOHAMA & KORE "FOOKSANG" ... 24th Dec. 10 a.m.
HAIPHONG via HOIHOW "TORHANG" ... 25th Dec. 10 a.m.
HANKOW via SWATOW "CHUNHANG" ... 26th Dec. 10 a.m.
SHANGHAI via SWATOW "CHONGSANG" ... 27th Dec. 10 a.m.
STRAITS & CALCUTTA "LAISANG" ... 28th Dec. 3 p.m.
SANDAKAN "HINSANG" ... 29th Dec. 3 p.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Peking and Singapore, returning from Calcutta via Hongkong and Shanghai, and from Peking via Shanghai and Hongkong to Japan, both calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Lights and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailing from both ports every Friday. A weekly service is maintained with Hongkong and Swatow, calling at Hoihow when convenient.

BOHNEO LINE.—Fortnightly sailings to and from Sandakan by two 3,000 ton steamers, "HINSANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kuching, Jesselton, Labuan, Tawau and Lahad Datt.

TIENSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chiaofoo. A weekly service is provided between Hongkong and Bangkok via Swatow, by four steamers fitted with up-to-date passenger accommodation.

BANGKOK LINE.—

CALCUTTA LINE.

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OUTWARDS.

Vessel: M.V. "GLENLUCE" ... 24th Dec.
SS. "GLENSHANE" ... 31st Dec.

HOMEWARDS.

Vessel: M.V. "GLENNAVY" ... 29th Jan. GENOA, LONDON, ROTTERDAM, HAMBURG.

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FOR KEELUNG via Swatow & Amoy.

SS. "HOZUI MARU" ... on or about 22nd Dec.

For further particulars, please apply to—

Branch Office,
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Tel. No. 315.

S. MITARAI, Agent,
Top Floor, King's Building,
Tel. No. 140.

SHIPPING NEWS

ARRIVALS.

December 20th.

Samarang Maru, Japanese str., 2,447 tons, Capt. K. Yasui, from Balikpapan, with a general cargo.—Nanyo Yusen Kaisha.

December 21st.

Arafura, British str., 3,401 tons, Capt. E. T. Percher, from Melbourne, with a general cargo.—Mackinnon, Mackenzie & Co.

Camille, British str., 3,149 tons, Capt. W. H. Towill, from Singapore, with kerosene oil.—Asiatic Petroleum Co.

Deception, British str., 4,395 tons, Capt. J. Kendall, from Shanghai, with a general cargo.—B. & S.

Haitong, British str., 1,970 tons, Capt. Passmore, from Swatow, with a general cargo.—D.L. & Co.

Hopson, British str., 1,356 tons, Capt. J. Ferguson, from Canton, with a general cargo.—J.M. & Co.

Hosei Maru, Japanese str., 1,886 tons, Capt. T. Inouye, from Wakamatsu, with coal.—Sankai & Co.

Huichow, British str., 1,223 tons, Capt. C. S. Isabister, from Canton, in ballast.—B. & S.

Hydrangea, British str., 561 tons, Capt. W. J. Collier, from Canton, with a general cargo.—Chiu On S.S. Co.

Jacobs, American str., 1,621 tons, Capt. W. Appel, from Calcutta and Saigon, with rice.—Pacific Mail S.S. Co.

John Sanderson, British str., 2,080 tons, Capt. R. G. Blaney, from Hongkong, with a general cargo.—B. & S.

Kaio Maru, Japanese str., 2,015 tons, Capt. Matsushige, from Keelung, with a general cargo.—O.S.K.

Kwongchow, British str., 2,573 tons, Capt. G. A. G. Morris, from Bangkok and Swatow, with a general cargo.—B. & S.

Kwongtee, Chinese str., 1,468 tons, Capt. G. L. Crawford, from Canton, with a general cargo.—C.M.S.N. & Co.

Nisai Maru, Japanese str., 2,038 tons, Capt. I. Iida, from Swatow, in ballast.—Y. Sato & Co.

Simaloe, Dutch str., 4,119 tons, Capt. W. J. Vander Horst, from Portland and Kobe, with a general cargo.—J.C.J.L.

Tingchow, British str., 1,210 tons, Capt. G. Byers, from Shanghai, with a general cargo.—B. & S.

CLEANANCES.

December 21st.

Arafura, for Yokohama.

Haitong, for Shanghai.

Hopson, for Swatow.

Huichow, for Hongkong.

Kaio Maru, for Hongkong.

Kwongchow, for Hongkong.

Kwongtee, for Swatow.

Nisai Maru, for Hongkong.

Simaloe, for Hongkong.

Tingchow, for Canton.

PASSENGERS.

ARRIVALS.

Per s.s. *Haitong*, on December 21st:—Messrs. P. W. Cobb, T. B. McArthur, J. H. Crutch, A. W. Ramsey and J. A. Roxburgh.

Per s.s. *Arafura*, on December 21st:—Mr. and Mrs. C. W. Butson, Miss E. Fawcett, Miss A. Harding, Miss E. Hogg, Miss R. Lory, Miss P. Lewis, Mr. and Mrs. F. C. Martin, Mr. W. Steel, Mr. and Mrs. E. Thomas, Mrs. Thornborrow, Mr. and Mrs. G. P. Bradford, Mr. R. Toovey, Mrs. N. Anstey and Miss E. Pountney.

DEPARTURES.

Per s.s. *Yellora*, on December 21st:—Mr. and Mrs. Griffin, Mr. J. B. Nicholson, Mr. E. M. Fraser, Mr. D. E. Ellis, Mr. W. H. Kelley, Mr. J. D. Lloyd, Mr. Bunsham, Mr. and Mrs. J. Higgins, Mr. and Mrs. A. Hartman, Mr. Snellinberg, Mrs. Smallwood, Mr. L. D. Stone, Mr. Barnes, Mr. J. B. Nicholson, Mr. E. M. Fraser, Mrs. F. Oppenheimer, Mr. and Mrs. E. A. Barnes, Mr. J. H. R. Prielean, Mr. and Mrs. F. P. Crutenden, Mr. and Mrs. Valentini, Mr. T. Lansing, Miss C. Richmond, Mr. Snaod, Mrs. King-Salter, Miss K. Rappert, Mr. J. Robertson, Mr. J. McCann, Mr. W. D. I. Preston, Mr. P. Kemp, Mr. J. M. Becker and Capt. A. Pooley.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Japan* from Hongkong on November 23rd, arrived at Vancouver on December 16th.

The R.M.S. *Empress of Asia* arrived at Yokohama on December 20th, at noon, left there same day, at 7 p.m., and is due at Hongkong on December 30th, at 9 a.m.

VESSELS EXPECTED.

Bengloc (Ben line), due December 23rd.

Dilwara (P. & O.), due December 23rd.

Empress of Asia, due December 30th.

Egypt (P. & O.), due December 27th.

Gregory (P. & O.), due Dec. 23rd.

Inaba Maru (N.Y.K.), due January 19th.

Kitano Maru (N.Y.K.), due January 7th.

Monteagle (C.P.S.), due December 28th.

Myrmidon (Blue Funnel line), due December 27th.

Nepere (P. & O.), due December 22nd.

Nepere (P. & O.), due January 17th.

Persia Maru (T.K.K.), due Dec. 29th.

Sado Maru (N.Y.K.), due December 24th.

Torilla (H.L.), due January 6th.

Yokohama Maru (N.Y.K.), due December 22nd.

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| STEAMERS | TONS | LEAVE HONGKONG |
|--------------|--------|----------------|
| PERIA MARU | 22,000 | Jan. 5th |
| TAIYO MARU | 22,000 | Jan. 15th |
| SIBERIA MARU | 22,000 | Jan. 1st |
| TWNYO MARU | 22,000 | Feb. 10th |
| KOREA MARU | 22,000 | Feb. 23rd |
| SHIYO MARU | 22,000 | Mar. 5th |

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JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA RUT, BALBOA, CALLAO, MOLLEDO, ARICA & IQUIQUE.

| STEAMERS | TONS | LEAVE HONGKONG |
|------------|--------|----------------|
| GINYO MARU | 15,000 | Feb. 25th |
| ANYO MARU | 15,000 | Mar. 23rd |
| SEIYO MARU | 14,000 | May 13th |

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"West Jena" 31st Dec.
"West Orowa" 15th Jan.

Also cargo accepted for transshipment at San Francisco for weekly sailings to NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK & BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points. HONGKONG OFFICE:—1st Floor, Powell's Building, 12, Des Voeux Road, Tel. 3008 (451)

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MANAGING AGENTS, U.S. SHIPPING BOARD.

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AMERICAN STEAMERS FOR SAN FRANCISCO VIA SHANGHAI, KOBE ETC.

SS. "HOOSIER STATE" Jan. 21st, Noon Feb. 18th.

SHANGHAI-CALCUTTA SERVICE Freight Only.

FOR CALCUTTA VIA SINGAPORE, PENANG AND RANGOON.

SS. "JACOB" FOR HAIPHONG.

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For full information regarding rates, space, etc., apply to—PACIFIC MAIL S.S. CO. Telephone 141. Cable Address "SOLANO." Union Building Hongkong.

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REGULAR FREIGHT & PASSENGER SERVICE BETWEEN JAPAN, HONGKONG & JAVA.

For BATAVIA, FAMARANG, SOERABAYA MACASSAR and BALIKPAPAN.

"MACASSAR MARU" sailing on or about 5th Jan.

"SAMARANG MARU" sailing on or about 24th Jan.

For MOJI, KOBE, OSAKA and YOKOHAMA.

"SAMARANG MARU" sailing on or about 23rd Dec.

"BORNEO MARU" sailing on or about 3th Jan.

For further particulars please apply to—K. SUZUKI, Manager, 2nd Floor, Princes Building, Tel. No. 2206.

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REGULAR TRANS-PACIFIC FREIGHT SERVICE Operating—U.S. Shipping Board Steamers.

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Further sailings to be announced later. Through Bills of Lading issued to all Overland Common points in U.S. and Canada. For rates and full particulars apply to—FRANK WATERHOUSE & COMPANY, 4th Floor, Princes Building, Telephone 10221.

CANADIAN PACIFIC STEAMSHIPS LIMITED

HOME VIA CANADA

Hongkong to England via Shanghai, Nagasaki (Moji), Kobe, Yokohama, Vancouver & Montreal.

| From Hongkong | Due Vancouver | From St. John | Due Liverpool |
|---------------|---------------|---------------|---------------|
| E. Asia | Jan. 5 | Jan. 10 | Feb. 1 |
| Monteagle | Jan. 17 | Feb. 10 | Feb. 24 |
| E. Japan | Feb. 8 | Mar. 1 | Mar. 17 |
| E. Russia | Feb. 23 | Mar. 13 | Mar. 31 |
| E. Asia | Mar. 23 | April 10 | Apr. 28 |

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Havre, Naples & Genoa.

Allocation of Cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Transcontinental Trains Daily. Standard Sleeping Cars, Compartments & Drawing Rooms.

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CHINA MAIL S.S. CO., LTD.

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SS. "NANKING" Feb. 20th.

SS. "CHINA" Jan. 16th.

Java Service BETWEEN HONGKONG, SINGAPORE AND BATAVIA.

HONGKONG TO SINGAPORE & BATAVIA.

SS. "NILE" January 11th.

FAST FREIGHT SERVICE Through Bills of Lading issued to all points in United States & Canada.

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. T. BURIDGE, GENERAL AGENT, 105 Housa Street, PRINCES BUILDING, Telephone, Passenger Dept. Tel. Freight Dept. & Agent. No. 2161.

HONGKONG METEOROLOGICAL REGISTER

Hongkong Observatory, December 21st.

| Barometer | 29.92 | 29.98 | 29.94 |
|----------------|-------|-------|-------|
| Temperature | 78 | 81 | 79 |
| Humidity | 78 | 81 | 79 |
| Wind Direction | E | calm | N |
| Force | 3 | 0 | 3 |
| Weather | 0.00 | 0.00 | 0.10 |
| Rain | 0.00 | 0.00 | 0.10 |

Highest open-air Temperature on 20th ... 88.

Lowest open-air Temperature on 21st ... 64.

HONGKONG TIDE TABLE

From 72nd to 28th December, 1921.

| Day | High Water | Low Water |
|----------|------------|-----------|
| Thur. 22 | 10 35 | 4 35 |
| Fri. 23 | 10 35 | 4 35 |
| Sat. 24 | 10 35 | 4 35 |
| Sun. 25 | 10 35 | 4 35 |
| Mon. 26 | 10 35 | 4 35 |
| Tues. 27 | 10 35 | 4 35 |
| Wed. 28 | 10 35 | 4 35 |

PEARL HOTEL.

Mr. & Mrs. R. J. Adams, Mr. & Mrs. J. Ainslie, Mr. J. Anguin, Mr. K. H. Annan, Mr. & Mrs. A. Ashton, Mr. & Mrs. A. E. Austin, Mr. & Mrs. B. G. Birch, Mr. & Mrs. O. K. Blair, Mr. A. J. Breen, Mr. J. G. Bridges, Mr. H. B. Bridges, Miss C. C. Briscoe, Lt. Comdr. & Mrs. J. Brooks, Mr. H. Buis, Mr. G. J. Chapman, Mr. & Mrs. J. W. Church, Miss M. Cooper, Mr. W. A. Cornell, Mrs. C. Cormack, Mrs. P. Cudby, Capt. & Mrs. H. S. Curry, Mr. & Mrs. J. A. Dayer, Lt. Comdr. & Mrs. Dyer, Mr. & Mrs. S. H. Drew, Mr. H. G. Eales, Mrs. Eccles, Miss Eccles, Mr. E. G. England, Mr. F. W. Gibbins, Mr. A. Findlay Smith, Mr. G. Morton Smith, Mr. H. Spicer, Mr. & Mrs. R. J. Stevenson, Miss D. Stobart, Dr. & Mrs. S. S. Strahan, Mrs. & Miss Stubbings, Mr. A. R. Sutherland, Mr. J. F. Swindells, Mr. D. Taylor, Mr. W. E. Telfer, Mr. G. Thayer, Mr. H. H. Webster, Mr. & Mrs. S. T. Williamson, Mr. F. N. Young.

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For particulars apply to—

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FREIGHT & PASSENGER SERVICE
FAR EAST UNITED KINGDOM & CONTINENT.

a.s. "NEWBY HALL" ... 12th Jan. London, Rotterdam & Hamburg

HOMeward PASSENGER SERVICE

a.s. "CITY OF MANCHESTER" 20th Feb. London
a.s. "CITY OF SIMLA" Middle March London
a.s. "CITY OF CALCUTTA" 10th May LondonSubject to change without notice.
For particulars of freight and passage rates apply to—

or ERIC & Co. CANTON.

THE BANK LINE, LTD.
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(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"KATUNA" ... via Suez Canal ... 21st Dec.
"YANGTZE" ... via Suez Canal ... 28th Dec.
"EURYLOCHUS" ... via Suez Canal ... 10th Jan.
"CITY OF CAMBRIDGE" ... via Suez Canal ... 20th Jan.

* Calls at Boston if sufficient inducement offers.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

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HUTTENFELD & SWIRE, or THE BANK LINE, LTD., HONGKONG
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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION STEAMER & DEPT. DEPART SAILING DATE

SHANGHAI KURE & OKOHAMA "CAP ARCONA" ... 15,000 ... On or about 10th Jan.

MARSEILLE via HAI-PHONG, SINGAPORE, PENANG, COLOMBO, DUBOUI, SUEZ & PORT SAID "ANGKOR" ... 12,000 ... On or about 2nd Jan.

For full particulars regarding sailings, etc., apply to—

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DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons, and excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

(AND RETURN)

(Overnight 9 to 10 Days)

"HAOCHING" ... Capt. J.S. Thomson ... TUESDAY, Dec. 27th, at 12 Noon.
"HAI-CHONG" ... Capt. W. O'Connell ... THURSDAY, Dec. 29th, at 1 P.M.
* Calling at Amoy for Passengers only.

Arrivals and Departures from the Company's Wharf (near) (Bike Pier).

For Freight and Passage, apply to—

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STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

| SS | Ton | From Hongkong (at) | Destination |
|------------|-------|--------------------|-------------------------------------|
| "DUNERA" | 5,200 | 27th Dec. | Singapore, Colombo & Bombay |
| "DONGOLA" | 5,200 | 24th Jan. 1922 | Marseilles, London & Antwerp |
| "DILWARA" | 5,200 | 18th Jan. | Spain, Colombo & Bombay |
| "EGYPT" | 5,241 | 18th Jan. | Spain, Marseilles, London & Antwerp |
| "KASHMIR" | 5,241 | 1st Feb. | Marseilles, London & Antwerp |
| "NAGOVA" | 5,241 | 15th Feb. | do. |
| "RAGHAR" | 5,240 | 1st Mar. | do. |
| "SHEPHERD" | 5,240 | 14th Mar. | Singapore, Colombo & Bombay |
| "KATINA" | 5,240 | 15th Mar. | Marseilles, London & Antwerp |
| "DEVANHA" | 5,240 | 29th Mar. | do. |
| "NOVARA" | 5,240 | 12th Apr. | do. |
| "KATINA" | 5,240 | 26th Apr. | do. |
| "PHAROS" | 5,240 | 10th May | do. |
| "DONGOLA" | 5,240 | 27th May | do. |

BRITISH INDIA - APCAR SAILINGS (South)

| | | | |
|------------|-------|-----------|---|
| "BURYALUS" | 3,900 | 31st Dec. | Singapore only. |
| "TAKADA" | 7,000 | 1st Jan. | Calcutta via Singapore Penang and Rangoon. |

EASTERN & AUSTRALIAN SAILINGS (South)

| | | | |
|--------------|-------|----------|---|
| ARAFURA | 6,000 | 9th Jan. | (Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne. |
| "ST. ALBANS" | 4,500 | 6th Feb. | |

SAILINGS TO SHANGHAI & JAPAN

| | | | |
|-----------------|-------|----------------|--------------------|
| ARAFURA | 6,000 | 22nd Dec. Noon | Yokohama direct. |
| "NAGPORE" | 5,300 | 24th Dec. | Moji and Kobe |
| "GREGORY APCAR" | 4,700 | 25th Dec. | Kobe and Shanghai. |
| "BURYALUS" | 3,900 | 27th Dec. | Amoy. |

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

1st Cabin Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.

All Cabins are fitted with Electric Fans free of charge.

Parcels weighing not more than 24 lb. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO., Agents.
22, Des Voeux Road Central, HONGKONG.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore and Port Said.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SINGAPORE, PASSENGER SERVICE.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE

DELHI & BANGKOK via SAIGON & SINGAPORE—Regular Monthly PASSENGER SERVICE.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Dairen—Regular fortnightly PASSENGER service touching at intermediate ports in Japan and taking cargo to OVERLAND PORTS U.S.A. in connection with Chicago Milwaukee and St. Paul Railway.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Colon Ports.

NEW ORLEANS via SUEZ—HAMBURG MARU ... Friday, 10th Mar.

JAPAN PORTS—Kobe & Yokohama via Shanghai ... Thursday, 29th Dec.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Electric Office.

TAKAO via SWATOW & AMOY ... Sunday, 25th Dec.

For sailing dates and further particulars please apply to—
Y. YABUDA, Manager, No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

Steamer Sidney & Melbourne via Port ... For Hongkong for Australia.

TAIYUEN ... About 14th Jan. ... About 20th Jan.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice-Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A daily qualified Doctor is on board. Reduced Fares. Cargo booked through to all Australia, New Zealand & Tahiti Ports. For full particulars apply to—
HUTTENFELD & SWIRE, Agents.C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

| For | Steamer | To Sail |
|---------------------|-------------|----------------------|
| SWATOW & SHANGHAI | "HANGCHOW" | On 22nd Dec. 4 P.M. |
| SHANGHAI & TSINGTAO | "YINGCHOW" | On 24th Dec. 4 P.M. |
| SWATOW & SINGAPORE | "SOOCHOW" | On 24th Dec. 4 P.M. |
| SWATOW & SINGAPORE | "KWANGTUNG" | On 25th Dec. 10 A.M. |
| SWATOW & SINGAPORE | "LINAN" | On 25th Dec. Noon |
| SWATOW & SINGAPORE | "CHIENTANG" | On 25th Dec. Noon |
| SWATOW & SINGAPORE | "KAITONG" | On 25th Dec. 10 A.M. |
| SWATOW & SINGAPORE | "KWANGCHOW" | On 27th Dec. 10 A.M. |
| SHANGHAI | "SUIYANG" | On 17th Dec. Noon |
| PORT COLETT | "SINKIANG" | On 28th Dec. Noon |
| MANILA, CEBU & HOLO | "KUEICHOW" | On 31st Dec. 10 A.M. |
| MANILA, CEBU & HOLO | "TAMING" | On 3rd Jan. Noon |

For Freight or Passage apply to—
BUTTERFIELD & SWIRE, Agents.PASSENGER AND FREIGHT SERVICE
FOR VICTORIA, VANCOUVER, SEATTLE
From Hongkong. Arrive Seattle.

FREIGHT & PASSENGER SERVICE.

S.S. "SILVER STATE" ... Seattle Jan. 1st ... Jan. 20th.
S.S. "PINE TREE STATE" ... Seattle Jan. 2nd 1922 ... Jan. 31st.
S.S. "PINE TREE STATE" ... Seattle Jan. 12th ... Jan. 31st.
S.S. "WENATCHEE" ... Seattle Jan. 18th ... Feb. 14th.
S.S. "WENATCHEE" ... Seattle Jan. 28th ... Feb. 14th.
S.S. "DAY STATE" ... Seattle Jan. 30th ... Feb. 28th.Through Bills of Lading issued to Owners' Consignees.
Passenger and Freight Particulars.

THE ADMIRAL LINE

5th Floor, Union Building, Telephone 2477 & 2478. PASSENGER OFFICE, QUEEN'S BUILDING, 2, ICE HOUSE ST.

OPERATED FOR ACCOUNT OF U.S.S. BOARD.

OFFICES: 5th Floor, Union Building, Telephone 2477 & 2478. PASSENGER OFFICES, QUEEN'S BUILDING, 2, ICE HOUSE ST.

SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via PANAMA

S.S. "SURUGA" ... 2nd half Jan. 1922.

For freight space and particulars apply to—

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